

FREE DVD  **FOR EVERY READER***

*JUST PAY P&P

CLASSIC AMERICAN

The UK's Number 1 for 27 years

www.classic-american.com

1970 CHRYSLER NEWPORT

**TWO DOORS GOOD;
FOUR DOORS BETTER!**

**DRIVING
THE DEAD**



CUBA'S MIRACLE MACHINES



**SERVICE
STATION**
memories

**"SERVICE WITH
A SMILE!"**

SHELL



PLUS ★ ★



**1949 CHEVROLET
POISE
PERFECT**

**BUYING
YOUR FIRST
YANK!**



Hill Shipping

USA Car and
Car Parts Shipping
Specialists

'Taking the stress from shipping'

• Agents in USA to source vehicles • Marine Insurance • Complete Professional Package •

1976 LINCOLN



Some vehicles
over 30 years can
now be imported
FREE OF DUTY
(Normally 10%)
& **Just 5% VAT**
(Normally 20%)
Contact Hill Shipping
for further information.
Dependent upon
certain conditions.

Importing a car from the other side of the world takes a quite a bit of planning and co-ordination of all the relevant parties, the payment of fees at different stages in the process and handling a lot of paperwork.

I used Hill Shipping to take care of the import formalities here in the UK and to help facilitate customs clearance and to pay the relevant fees.

This has made bringing my 1970s US car into the country a lot simpler.

Hill Shipping did a great job and they have been very helpful and professional throughout this process.

Harald Schulz



California
CONNECTION
By the Coast



[facebook.com/
HillShipping](https://facebook.com/HillShipping)

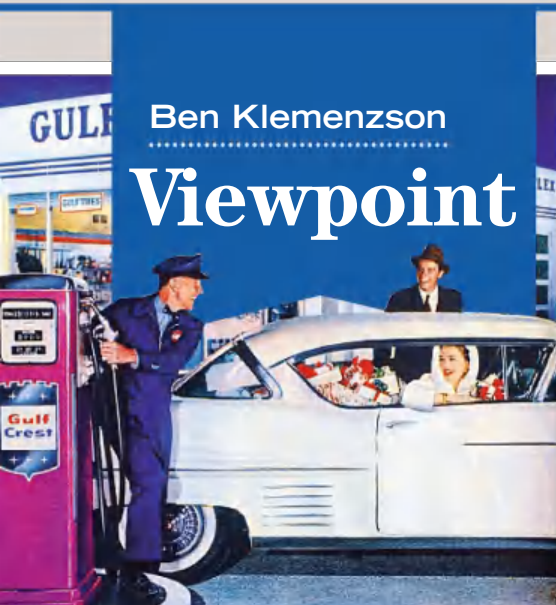


[twitter.com/
hillshipping](https://twitter.com/hillshipping)

For prices and further information contact:

Tel: 01795 876000 • Fax: 01795 875000

Email: sales@hillshipping.com www.hillshipping.com



Service with a smile...?!

Among the many and varied features you'll find in this month's *Classic American* is Jim Maxwell's nostalgia piece on 'service stations', the predecessors of today's gas stations which are for the most part self-service convenience stores, which sell fuel as an increasingly unimportant sideline.

I'm not quite old enough to remember when these establishments were in their heyday, but I do remember when I first started driving in the Eighties gas stations in the States still had 'full service' bays, where an attendant would pump the gas for you (for a few cents more than the 'self-serve' bays). However, Jim is harking back to an era when there was more to it than just having someone else put fuel in your car for you. Rather it was one when nothing was too much trouble, and all those jobs that we all know we should undertake as a regular part of car ownership were actually done for you: Checking the air in your tyres, checking the oil... you name it!

'Service' is one of those words that nowadays is bandied about increasingly and greatly misused; but we all know when we get good service... and rather disappointingly, we also know when we get bad service too. Most savvy consumers realise that there's usually a cost to going with the cheapest option. I know myself that the parts suppliers I use may not necessarily

be the cheapest, but that they do offer the best service; not only in terms of accuracy of product and quick delivery, but also not quibbling if there is ever a mistake with my order. And that guarantees return business from me every time!

I hope you enjoy the selection of features and articles in this month's *Classic American*; in the run-up to Christmas and with the onset of winter, many of us now have time to spend reading about our favourite hobby/pastime, rather than actually indulging in it. So you'll find we've carefully chosen a selection of features which we hope will appeal. Ever fancied a trip to Cuba, to see all those old American cars? Turn to page 74! Still contemplating dipping your toe in the cold waters of American vehicle ownership? Turn to page 43! As always, we welcome your comments and feedback, so don't hesitate to drop us a line!

Ben Klemenzson
Ben Klemenzson, editor
bklemenzson@mortons.co.uk



50



36



57



23



81



29



Contents

December 2015

Regulars

- 06 News
- 12 Letters
- 14 Across the Pond
- 16 Muscle Car Files
- 18 From Here to Obscurity
- 20 Subscription offer
- 84 Reviews
- 92 Discoveries
- 96 Rear Window
- 98 Club & Events News
- 104 Drive Buy
- 106 Service Directory
- 110 Private classifieds
- 122 Next Month & Credits

Features

- 23 1949 Chevrolet
- 29 1914 & 1918 La France
- 36 1970 Chrysler Newport Custom
- 43 Buying Your First Yank
- 50 1963 Ford Galaxie 500XL
- 57 1972 Buick Riviera
- 63 Christmas Gift Guide
- 69 Tech: Radiator Recore
- 74 Cuba's American Classics
- 81 Eugene Bordinat
- 87 Service Station Memories



74



87

claremont CORVETTE



1992 Corvette C4 Automatic LT1 in White with Light Beige leather interior. Exceptionally low mileage with a very rare and desirable colour combination. Always well maintained and never modified. Extensive service history back to 2002. 31,250 miles.....**£11,995**



1963 327 Corvette Sting Ray Two-Tops Convertible 1963 Stingray Convertible in Black with 1967 stinger hood and red interior, 4-speed manual transmission with Hurst shifter and freshly built 1964 327 V8 with Corvette aluminium heads. 1967 Corvette wheels with new tyres, new Black convertible top, full disc brake conversion. Rare chance to find a Two-Tops C2 convertible.....**£49,995**



1988 Callaway Twin - Turbo 100 Plus Six speed Convertible. Dark Blue Bright Blue Leather 16,700 original miles. Local from new. In 'Collector's Corvette C4 1984-1996, pages 68-69, 1 of 3 Export - only 1988 100+ Editions with extra 100 bhp. T56 6-speed. Stunningly fast**£45,000**



1982 C3 Corvette Collector Edition Hatchback FI 350 5.7 Auto Ultra low 22100 miles with Collector Silver Beige leather interior and aluminium wheels, bronze glass roofs, hatchback, cloisonné emblems. Cold AC, AM/ FM stereo. Tested by Classic Car Weekly April 2013. Stunning and perfect**£23,995**



1988 Pontiac Fiero GT, Mid-Engine 2.8 litre V6 auto. White with gray interior. Very original example of the last year of V6 GT with all the 1988-only brake and suspension upgrades. Supplied new in Quebec with metric gauges and shipped to Switzerland where it has been cherished ever since. Many new parts recently fitted inc 4 new tyres on just correctly restored 7 x15 and 8x15 cross-lace alloy wheels. Full GT package, one only 6,849 built and with rare AC delete. 79,000 miles**£8,995**



1989 Corvette Coupe L 98 6-speed manual, bright red with Saddle leather interior, 6 way power seats, FX3 selective ride, Bose am fm cassette system, Air-con. One GM corporate owner from new until we sold this in 2013. Complete history, ultra-low mileage, 34,500.....**£12,995**



Corvette C4 1988 5.7 Auto in dark red metallic, Grey leather AQ9 sports seats, air conditioned. 24S acrylic roof panel, G92 Performance Axle ratio, KC4 engine oil cooler, V01 heavy duty radiator and Z52 Sport handling package including 17" alloys. Recent new tyres on repainted wheels. Claremont stainless Monza exhaust. Extensive service history back to 1989, 92,000 miles.....**£8,995**



1992 Corvette C4 Red 6-speed manual LT1 convertible with very good black leather interior. Supplied and always maintained by us since 2007, extensive service history. Rare combination or 6-speed manual and convertible. Refurbished original wheels with Michelin Pilot tyres. 85,500 miles**£11,995**



1979 C3 Corvette T-Roof Coupe 350 Automatic. Red with Light Beige interior. Red with Light Beige interior. One owner 23 years and very low mileage of 57679. Full Edelbrock upgrades for 300bhp potential, including ED 6071 angle plug aluminium heads, ED7102 long duration camshaft, roller rockers, insulated headers, full dual exhaust, new Holley carburettor, RPO D80 front and rear spoilers, electric windows, sport mirrors many new parts.....**£14,995**



1962 Corvette Resto-Mod S95 BHP 383 ready 2016. All powder-coated STREET-SHOP frame, 1996 Corvette C4 suspension, power steering & big brakes, Alden coil-overs. T.ZF 6-spd, 3.73:1 Dana 44, Knight Racing 383 /6.2 Dart Pro-1 ally heads dyno'd at 425bhp or 599bhp and 609lbft torque with installed N02 nitrous. Perfect March 1962 original Corvette body, metallic grey with all new chrome-work and 1960 grille teeth top, bespoke interior to buyer's choice. Rare chance to acquire and specify the Ultimate C1 Corvette.....**£120,000 staged**

Phone for special offers on all Corvette parts. We are open 9-5 Monday-Friday and 9-1 on Saturdays. Please telephone to check if a particular car is available to view.

Call us today on 01634 244444

Claremont Corvette Centre, Malling Road, Snodland, Kent ME6 5ND, England.

Email: info@corvette.co.uk Mob: 07836 388888 Fax: 01634 244534

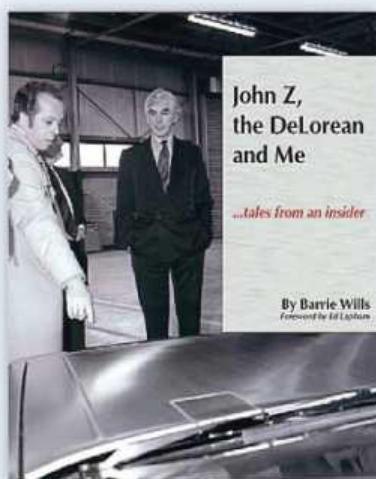
www.corvette.co.uk



DeLorean & Me

If you fancy some Trans-Atlantic automotive reading over the Christmas period, you could do a lot worse than 'John Z, the DeLorean & Me... tales from an insider' (£25/\$39.99). It's the memoir of one of the longest-serving employees and final CEO – albeit in receivership and administration – of DeLorean Motor Cars Limited.

It covers the amazing four-and-a-half-year history of the company from the day Barrie Wills commenced work in October 1978, when the excavators moved on to the 72-acre cowpatch in war-torn West Belfast, until mid-February 1983, when he handed the keys of the state-of-the-art manufacturing plant to the auctioneers. To order use ISBN 978-0-9856578-8-8.



It's OK to tinker

Mike Renaut discovers the American legal system sees sense and says modifying your own car is not a violation of copyright...

Human nature is inquisitive, it's natural to want to take things apart and try to improve them. That's always been the case with our cars, but recently there have been rumours that playing about with the engine components of a modern car might have resulted in a violation of copyright.

The issue was the Digital Millennium Copyright Act. The DMCA was passed by congress in 1988 to protect against the violation of copyright. Corporations such as Disney were seeking to protect their earliest cartoons since some of them might have begun to enter the public domain in the early 2000s. The Act criminalised the creation of any technique, tool, service or technology designed to circumnavigate digital copyright protection. This meant just creating a method to violate copyright could make the creator criminally liable, even if there was never an attempt to violate copyright.

The trouble was the DMCA were blanket laws written by corporations to protect their entire intellectual property rights, with little thought for potential future consequences. At one point it was suggested even discussing the subject could have been in violation of the law. How does this relate to cars, I hear you ask. Well, it's about the digital software that has electronically controlled many American cars since the Seventies. If your car has any electronic engine management then it uses computer software to operate. Perhaps it controls the airflow, brakes or fuel injection. Although having purchased the car you of course



own the car and all those parts within, but you don't own the software or the copyright to it. Under the precise wording of the DMCA simply altering the system – say to smooth out the engine idle or get a bit more air in for better performance – could be construed as altering the software and a violation of copyright.

If you went further and remapped your engine or altered the ECUs from standard, legally speaking, this could also be against the law. First-time offenders could have been hit with a fine of up to \$500,000 or as much as five years in jail. Although we're not aware this ever happened. The car companies and the Environmental Protection Agency argued that safety and emissions levels would be

compromised by permitting an owner to modify their car – of course they would prefer car owners visit a franchised dealer and use expensive diagnostic equipment, rather than fix their car at home. Fortunately sense has prevailed.

On Tuesday, October 27, the US Copyright Office granted an exemption to the DMCA to allow vehicle owners to circumvent portions of the Act to allow repair, diagnosis or modification without fear of prosecution. It was also suggested by the Electronic Frontier Foundation (a non-profit civil liberty defender) that the recent Volkswagen emissions scandal – where emissions software had a 'cheat' mode – could have been discovered earlier had the software not been so vigorously copyright protected. It doesn't take much imagination to see the longer term implications had the wording of the law not been altered. Imagine if changing the wheels on your car, repainting it or even changing the radio could be classed as a violation of manufacturer copyright? Hopefully this new ruling will have set a long-term precedent and for once logic has played a part in the law.







FREE APP

CLASSIC AMERICAN

ON THE GO!

This magazine can be read on:

www.mortons.co.uk/CA



CR1 '69 Camaro.

SEMA shindig

Just as this issue of *Classic American* was heading to press the annual American aftermarket industry shindig that is SEMA (Specialty Equipment Marketing Association) was taking place in Las Vegas. As usual there was all the razzle-dazzle of glamorous marketing girls and enough exhibition halls to exhaust all but the most serious attendees; however, the latest fad has been the unveiling of restored muscle cars on specific businesses' stands. One which caught our eyes was the 1970 Pontiac GTO Judge belonging to Wheel Vintiques president Wade Kawasaki.

A numbers-matching restoration, performed by Bodie Stroud Industries, the GTO had been an excellent survivor before the restoration began. It features the original 400ci Ram Air III engine, which has matching date codes on every component, even down to the carburettor. Bodie Stroud took on the project, utilising restoration components from Original Parts Group, Trim Parts, Classic Tube, PUI Interiors, National Parts Depot, PPG and more. With Wade's involvement in Wheel Vintiques and Coker Tire, the GTO Judge rolls on authentic Firestone Wide Oval raised white letter tyres, wrapped around Pontiac Rallye II wheels, an authentic combination that gives it the period correct look.

Meanwhile, over at the Classic Recreations stand, the pro-touring 1969 CR1 Camaro was making its



debut in the Centerforce Clutches booth. This particular CR1 started life as a stock 1969 Camaro which was then straightened and fettled with a combination of classic restorative body work techniques and new panels from Dynacorn. Under the hood, the stock engine was removed and replaced with a modern 505 horsepower Chevrolet Performance LS7 crate engine, with custom long tube headers, 3-inch mandrel bent exhaust pipes and MagnaFlow mufflers make sure the LS7 breathes properly and sounds great. The LS7's power is sent rearward through a Centerforce clutch – of course! – Tremec 6 speed manual transmission and finally a 9-inch Strange Engineering rear end with 3.89 gears and Posi-Traction. There's also a 4-link rear suspension system, with adjustable coilovers at all four corners. Larger sway bars assist in keeping the CR1 flat in the corners. Braking has been handled by Wilwood with six piston calipers and 14-inch rotors at all four corners along with an adjustable brake proportioning valve. Sending power to the ground are Forgeline wheels wrapped in BFGoodrich Rival tyres sized 275/35/18 in the front and 335/30/18 in the back.

For a full report on SEMA, see next month's *Classic American*!



Bodie Stroud '70 GTO Judge.



NORTH HANTS TYRES

01252 318666

eBay for
clearance
specials

Like us on Facebook

Visit
our online
store & download
catalogues

**NEXT DAY MAINLAND UK DELIVERY
+ FREE TECHNICAL ADVICE**

**RAISED WHITE
LETTER TYRES**
14"-15" MOST SIZES IN STOCK

**NARROW BAND,
WHITEWALLS 13" - 17"**

WIDE WHITEWALLS 13"-20"

**THE UK'S EXCLUSIVE DISTRIBUTOR
OF ROCKET RACING WHEELS**

**Europe's largest distributor of
Authentic Classic, Vintage and
American tyres!**

**Contact info: Henry John House,
2 Ivy Road, Aldershot, GU12 4TX
Tel 01252 318666
Email: sales@northhantstyres.com
www.northhantstyres.com**

The P-15 Picnic

Photography: Neal Reed.



Exactly 70 years after they first rolled off the production line, an amazing array of post-war Chrysler Corporation cars gathered at historic Sywell Aerodrome to celebrate this special anniversary at their first-ever UK meet.

Seven cars arrived on Saturday, with many of the owners meeting for the first time. Furthest travelled was a group of four in a Plymouth coupe which had been driven from South Wales, just two days after owner Phil had fitted a dual-carb intake... with some of the missing linkages being replaced by twisted pieces of wire. We're happy to report that the car made it home without incident, too!

In the afternoon, a Spitfire, Texans, Yaks, a Beech Staggerwing, Jet Provost and a range of other vintage aircraft departed from a 'fly-in' at the aerodrome. The cars then headed out for a cruise around the countryside and an opportunity to grab some memorable pictures before returning to the aerodrome where everyone enjoyed dinner and an evening in the bar.

Sunday was the day of the main event and saw more arrivals, plus about a dozen 'guest' cars, including a beautifully restored '38 Chrysler convertible which made its maiden road trip from Yorkshire to Sywell. About 20 HRG sports cars also dropped in on their 80th anniversary tour. One of these was a 1949 Le Mans class winner, so they were a welcome addition to the line-up.

Many of the owners enjoyed a highly entertaining and informative guided tour of Sywell Aviation Museum before cars began to depart. But there was a final treat for those who stayed late... the magnificent sight of a Vampire Jet taking off, performing a thrilling display over the airfield and coming back in to land. The weekend couldn't have been better, with stunning cars, a great bunch of people, beautiful surroundings and lovely, sunny weather. Everyone's talking about 'next time' so if you know anyone with a 46-48 Plymouth, Dodge, DeSoto or Chrysler car, please watch this space for news... 'cos it'll definitely be happening again!



Liberace's gold leaf Cadillac at the Classic Motor Show

Visitors to this year's Footman James stand at The Classic Motor Show may have been forgiven for thinking the theme was a lovefest of the outlandish, lavish and extravagant as it unveiled a classic car of monumental glitz as its 2015 centrepiece.

The specialist insurance broker secured a 1931 Cadillac Fleetwood Drop Head Coupe featuring 23.7ct gold-leaf clad bodywork, silver external door handles and 24ct gold-plated internal door handles, to wow the crowds at the NEC show which was staged last month.

Reportedly owned by the flamboyant entertainer Liberace, the Cadillac represented a twist on the show's theme of 'She's a beauty'; according to Footman James, beauty really is in the eye of the beholder! David Bond, director

of Footman James, said: "We are being a bit Liberace with the truth here, as the car was believed to have belonged to ol' Walter. However, regardless of ownership, it really is a bedazzling peacock!"

In the 1970s the car was owned by a Jack Smith from Kansas who spent three years making it even more flamboyant; his efforts included dazzling white leather upholstery and driving lamps that move with the steering wheel.

It was later sold at auction in 1975 and then spent 12 years on display in a German museum. Today it is owned by Cheshire-based enthusiast Mike Radcliffe.



Welwyn Garden City Mustang theft



Police are investigating the theft of a Mustang from a garage in Welwyn Garden City, reported on October 15. The red Ford Mustang, registration mark VTM 648S (pictured) was last confirmed to have been in the garage in Sloansway in 1995 and could have been stolen any time between then and October 15 (yes, that's 20 years folks!). Anyone with any information about the theft should contact DC Smith via Hertfordshire Constabulary's non-emergency

number 101, quoting crime reference B1/15/3284. Alternatively, if you have any information about this incident, you can contact the independent crime-fighting charity Crimestoppers anonymously on 0800 555 111.

Stolen truck

Also reported stolen to *Classic American* was this red 1949 Ford F1 pick-up truck, reg no: 797 YUS. It was stolen from Chelmsford, Essex on Thursday, October 15 and if anyone sees this truck, they're urged to contact the police and report it.



Brass Monkey Run

The Iceni C.A.R. Club have been in touch with *Classic American* about their annual Brass Monkey Run which takes place on Bank Holiday Monday, December 28: "Once again it is time to get away from the turkey, the usual festive war films or the in-laws and join us for our run to the seaside on the North Norfolk coast!

"We leave the Ram Public House, Brandon (on the Suffolk/Norfolk border) at 10am and arrive at the Captain's Table, formerly the Ark Royal Public House, in Wells-next-the-Sea at 12ish (a distance of

just over 40 miles); stopping off at Swaffham to refuel and refresh as necessary." Route: The Ram, Brandon – leave 10am (travelling 15 miles, approx 20 mins) to Waitrose, on the Fakenham Road (A1065) at Swaffham (next to Eco centre) – arrive 10.20ish. Leave 11am (travelling 25 miles, about 45 mins) to Wells. Sounds like an excellent opportunity to blow those Christmas cobwebs away and get some bracing seaside air.

For more details call Tony 01842 810720 or Carl 01842 815637, or e-mail icenicarclub@fsmail.net

PRINCIPAL INSURANCE

A fresh approach to insurance

Agreed Value

Monthly Payments

Club Discounts

Modifications

Multi Vehicle

Call us FREE on:

0330 024 0162*

Find out more at www.principalinsurance.co.uk

Principal Insurance is authorised and regulated by the Financial Conduct Authority. Calls may be recorded for training and monitoring purposes. *Calls to this number cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

Principal Insurance Ltd, Dalton House, Dane Rd, Sale, Manchester M33 7AR.

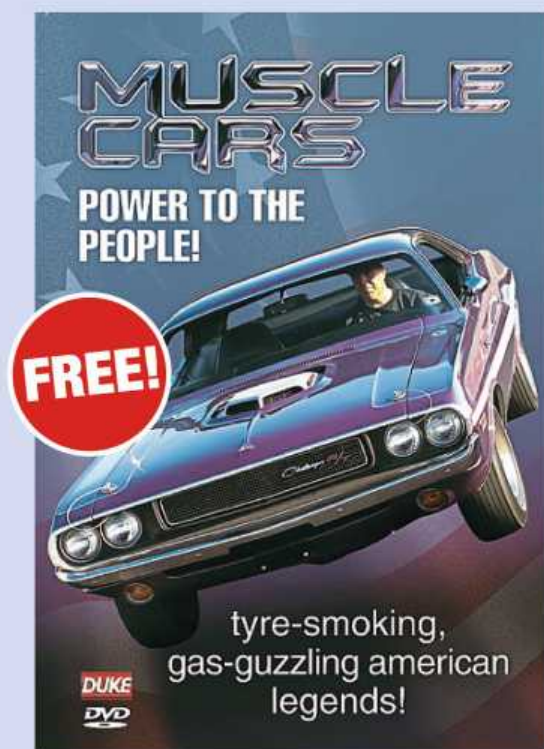
Classic
American
News

FREE* AMERICAN Muscle DVD

FREE for every reader (RRP £14.99) * just pay £2.49 postage (UK only)

This DVD is 80 minutes of muscle car heaven, as the crew travel all over the US in search of what's happening to make petrol heads palpitate!

GREAT OFFERS ON AMERICAN MUSCLE CARS DVDS

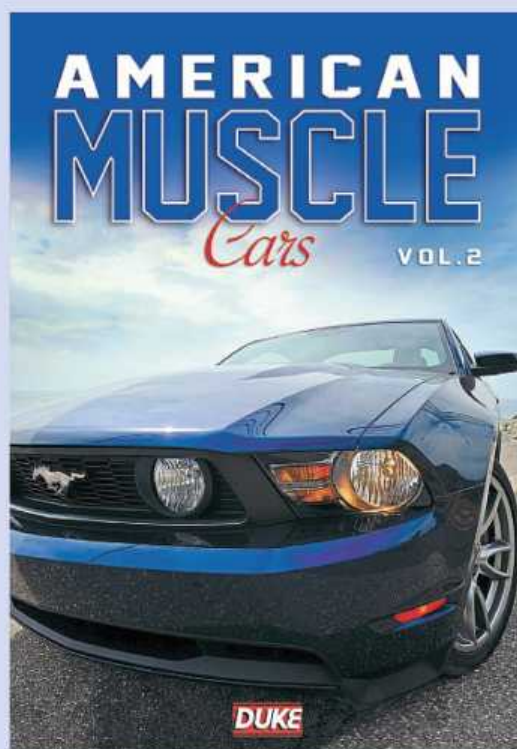


AMERICAN MUSCLE VOL. 2 RRP £14.99

Sit back and enjoy the sights and sounds of the new era of American muscle cars as we take a look at the new kids on the block, including the Cadillac XLR, Chevrolet Corvette ZR1, Dodge Charger, Ford GT, Plymouth Prowler and, of course, that most iconic of muscle cars, the Mustang, at speed, on the roads and in glorious close-up.

AMERICAN MUSCLE 2 x DVD bundle RRP £29.98

Here's the offer you've been looking for – two awesome, all-American, action-packed, adrenaline-pumped adventures in automobilia. Pedal to the metal.



HOW TO CLAIM YOUR EXCLUSIVE OFFER!

Option One – You can order online at www.DukeVideo.com/MUSCLE or by calling 01624 640000 and quoting MUSCLE

Option Two – claim the free DVD and other additional promotion titles by completing the order form below and returning it to Duke Marketing Ltd, Champion House, Douglas, Isle of Man IM99 1DD

Please send me!

Titles	Quantity	Price	Postage	Total
DMDVD2600 American Muscle (RRP £14.99)		FREE	£2.49	£2.49
DMDVD4088N American Muscle Vol 2 (RRP £14.99)		£12.99	FREE	£12.99
AMCTX14 American Muscle Bundle (RRP £29.98)		£14.99	FREE	£14.99
Total Order Value:				

Your details

Name
 Address

 Postcode
 Telephone
 Email address

For Purchases only

☐ I enclose a crossed cheque for £ made payable to Duke Video
☐ Please debit my Visa/Mastercard/Maestro/Delta card by £ (your card will be debited by Duke Video).

Card No:
 Valid from / / Expiry Date / / Issue No.
 Security Code
 Card holder name Date

Terms & Conditions

- Details on this page form part of the terms and conditions.
- Orders for the free DVD by post, online or phone must be accompanied by a £2.49 postage payment.
- Only one free DVD per order and multiple applications will not be accepted. Other titles can be ordered individually.
- All orders for the free DVD only must be received by one month from publication.
- Allow 28 days from receipt of order for delivery.
- This limited offer is subject to availability.

7. We offer a full money back guarantee. If you are unhappy with your purchase, simply return it to us, in the original packaging, for a full refund.

Permissions

Enclosed with your order will be a catalogue or leaflet with information about some of our other DVD offers. If you are happy for us to send you updates for this from time to time, please tick here. ☐

Classic American would also like to send you information on offers from time to time, please tick here if that is okay. ☐

CLIVE SUTTON

EXCLUSIVE AMERICAN CARS

2010 Ford Mustang GT Convertible



USED
LHD
Latest 5.0 Coyote Engine
Metallic Paint
Automatic
400A option
19" Aluminium Wheels
500 Shaker System
Electric/Heated Drive Seat

1967 Shelby GT 500 Eleanor



USED
RHD
427 cu in Engine (620HP)
Inglese Fuel Injection
Metallic Paint
Navigation
Reversing Camera
Air Conditioning
All round Disc Brakes

2015 Ford Mustang GT Convertible Premium



NEW
LHD & RHD
5.0L V8
Automatic
Metallic Paint
Leather
Rear Camera
18 Inch Wheels
Shaker Pro Audio System

2015 Dodge Challenger Hellcat



NEW
LHD
6.2L V8
Automatic
Coupe
Metallic Paint
Satin Bonnet
Full Leather
707 BHP
Keyless
Rear Camera

2015 Chevrolet Suburban LTZ



NEW
LHD
5.3L V8
Flex Fuel Engine
6 Speed Automatic
Metallic Paint
20 inch Aluminium Wheels
Power Slide Moon Roof
7 Seats
2 DVD Screens

2005 Chevrolet SSR (Super Sport Roadster)



USED
LHD
6.0L V8
Automatic
Metallic Paint
Leather
Convertible
Pick-up
Bose Surround System
Heated Seats

2015 Cadillac Escalade ESV



NEW
LHD
6.2L V8
Automatic
Metallic Paint
Full Leather
7 Seats
Power Slide Moon Roof
4 DVD screens

2013 Cadillac Escalade EXT



USED
LHD
6.2L V8
Automatic
Metallic Paint
Leather
Sunroof
Keyless
Bose Surround System

2015 Dodge Ram 1500



NEW
LHD & RHD
Automatic
Pick Up Truck
Crew Cab
Laramie
Metallic Paint
Leather

Selected American Models in RIGHT HAND DRIVE

Register your interest in our Right Hand Drive American Cars.

Currently we can offer RHD for Dodge RAM, GMC Sierra Denali, Cadillac Escalade, GMC Yukon, Chevy Suburban, Corvette C7, Camaro, Challenger & Mustang.

Our conversion facility employs nearly 200 people. We pride ourselves on delivering a true mirror finish conversion with parts remanufactured to original finish for RHD.

Please contact us for quotation on any new or used vehicle from USA.

We import specialist American cars, carry out all UK compliances & deliver directly to you across UK and worldwide.

www.clivesutton.co.uk

sales@clivesutton.co.uk

020 7483 6500

[@clivesutton](https://www.facebook.com/clivesutton)



Classic American Mail



ACCEPTABLE IN THE 80s

Dear *Classic American*,

I have really enjoyed your Eighties special, but why is it a special? It seems unless the car has chrome bumpers it doesn't get featured, yet all cars of the Eighties are all over 25 years old and you feature new cars. I am approaching 40 and many cars in your special by Huw Evans I had as a boy as Matchbox or Hot Wheels cars, these along with the usual Eighties TV programmes and films are what got me into American cars, so I suspect the same is for your younger readers. I wonder if a lack of knowledge or interest at your end is to blame – yes I enjoy reading about the Fifties and Sixties cars, but some more variety would be beneficial to all.

**Andy Graham,
Norwich
Norfolk**

Well Andy, this sounds a bit like the "What's a classic?" argument. Indeed all Eighties cars are over 25 years old now, but there actually aren't a lot of nice old ones around believe it or not, as a quick look at any show field will tell you, hence the difficulty in finding ones to feature. There's certainly no lack of interest at our end, that's why we did the '80s Special in the first place!

IN EVERY ISSUE:
restoration tips,
romantic wrecks, ads
from the archives
and news from the
burgeoning UK scene.



**SUBSCRIBE
ON PAGE 20**



STAR Letter



FOUR-DOOR CADDY CONVERTIBLE



Dear *Classic American*,

I read the recent article on the 1966 Caddy with interest, as I have a sister car. Mine is a '66 Caddy also, but as far as I am aware, it is a one-off: it is a four-door convertible in Candy Apple Red, with 'three shades of milk' interior. I've included some photos and it is interesting in that it carries a badge that reads 'American', written in gorgeous chrome on each rear wing.

It has the speakers in the centre of the back seats, chrome on the sides, but not on the sills, and it does not have wood on the doors. I agree with the owner of the other '66 ragtop that trying to replace any rear light bulbs is a mammoth job, needing a large hydraulic jack to take the weight of the whole back bumper

as you lower it in order to squeeze your hands in to get to the bulbs. The roof is electric and stands so far up in the air when being opened, it's unbelievable. I hope that you find this of interest.

Brian G. Turnbull

Thanks for your e-mail Brian, hopefully we will get some interesting feedback from other readers. Quite a car by the way and the first four-door Cadillac convertible we have ever seen. Rarer than hen's teeth? We'd definitely say so! No doubt Lincoln's offering of a four-door convertible caught GM on the hop, but we reckon this must be some sort of special coach-built affair...



PACKARDS & TURNPIKE CRUISERS

Dear *Classic American*,

Another great issue – love the V12 Packard of course! And the Imperial. It's great to see that the '54 Packard I didn't buy has found a good home! A few thoughts though: it was advertised as and carries the external ID of a Patrician – Patrician was NEVER offered with a manual trans, hence my deduction that this car had been converted, probably in US before it left their shores in '62, when all the correct parts would still have been obtainable to make a totally correct conversion.

It's easy to tell – if the body code is 2452, it's a Patrician. Cavalier body code is 5472, in both cases followed by a four or five digit serial number –

for example my car is 24528345: 2452 says it's a '51 (24th series) Patrician sedan, and it was the 8345th one produced. A Cavalier could have been auto or manual, but I'll repeat that Patrician was the top-price car and only ever sold with the Ultramatic auto trans.

If Nic's one is a Cavalier, someone may have altered its appearance to that of a Patrician – not difficult as the flash panel between the side mouldings on the rear fender is about the only noticeable difference. I've seen interior



pics of the car too, and it seems to have the little binnacle above the steering wheel that houses the auto trans shift quadrant. Converted or not, it's a gorgeous, rare old car and I wish Nic every success with it.

On the engine front – the common problem with these SV 8s is the valves sticking in the guides rather than the lifters gumming up, although that is of course also possible. If it's sticking valves, the only real answer is head off and a valve job – got to do mine this winter for just that reason! I wouldn't bother with a 12v conversion, but that's Nic's choice – mine

is just fine on the 6v system but I too need to do a wiper conversion – the vac ones just don't work. I've got two choices – a purpose-made unit from the US which will need an inverter to give me 12v power for it, or a VW Beetle wiper motor modded to fit, which is 6v.

On the Turnpike Cruisers – I don't have one of them but I do have pics of a '57 Colony Park wagon. But they were taken in about 1965 (attached, along with a '57 Montclair hardtop on RAF Brize Norton about the same time).

Steve Miles,
Kidlington,
Oxfordshire



Facebook Feedback

We had the following comment from James Hawksley on the *Classic American* Facebook page about shows and their apparently declining attendance numbers, and had some interesting responses:

James Hawksley: After visiting a few shows this year, I have to wonder: Why have American car shows gotten smaller over the years? I used to go to a lot in the Nineties. I remember when at Notts Americana, you'd struggle to find a spot to park on a Sunday, let alone camp over. At the last one I went to five years ago, tents occupied where cars once parked. Drayton Manor used to get so full they'd be parking on the driveway and car park leading into site. Even as recently as 2005 with the Billing Aquadrome shows, they'd be showing cars from the toilet block up to the river at the top of the site boundary. Rally of the giants has gotten smaller since moving to Blenheim too.

I understand this might just simply be a geography thing though. Is it down to running costs, popularity of US cars or the fact the good classic stock is running low due to Britain's lovely damp climate? I know that a lot of the classic American cars we got in this country were imported by ex-US servicemen in the past, and these cars are slowly disappearing because US military personnel are importing their Toyotas now, instead of Pontiacs. Maybe times are changing, and with the new flood of US imports coming back into the UK, in 30 years' time our show fields will be full again with 'classic' 2012-plus Corvettes, Mustangs and Dodge Rams!

Frederick Barnes: As a retired bus driver, I went/go to car/bus shows/rallies, (helping to organise some bus rallies) the cost of the fuel was a big factor for the

entrants, some of the older buses, on a good day, might get up to 9 miles to the gallon, the cost of entering a bus, into the show/rally added to fuel costs, stopped many shows even getting organised.

Roy Galway: Is it because the folks that used to do the shows in the Nineties etc. are now older, have 'been there and done that' just sitting in a field of cars and would now prefer to just go and drive their cars, maybe locally... especially with the price of fuel? Just a thought. Interesting post James!

Brian Robinson: I have been doing shows and rod runs on and off since 1978. Although we were a lot younger and a little fitter back then, I just can't get to any quality shows any more. I live in the North East of England and the nearest quality show would be Manchester...

Mel Atkinson: Plenty of reasons. Many of us are getting older, the price of fuel. Too many shows have gone back to the 'park-in-a-field' format and have lost that 'American style' razzmatazz. Many car owners object to paying to show their cars to make a profit for a business: it's one thing for a club to make money for its members, but when a business jumps on the bandwagon, it's a different matter. With so many smaller clubs organising events nowadays there is such a choice; why travel a hundred miles to park in a field when you only need to drive 30. Finally organisers don't promote the shows enough, quite often you don't realise something is on until it's too late!

Clive Arnold: Nothing here in North Yorkshire, there was one in Masham last year but not this year. Shame as seeing some Yank tanks going around the roads up here would be quite a sight!



Want to join the fun? There's always lots going on the *Classic American* Facebook page, from news, funnies, polls, to useful tips and all the extra show coverage we can't fit in the magazine. To make sure you get your daily dose of *Classic American* fun and trivia, search for *Classic American* magazine on Facebook and click 'like'.



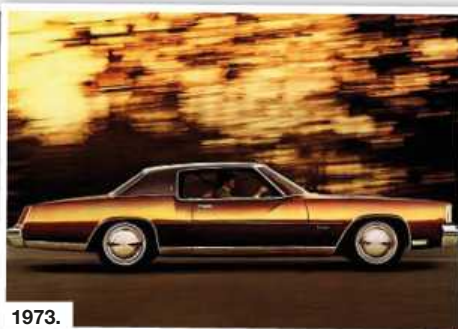
FROST AUTO RESTORATION TECHNIQUES

The Specialist For High Quality Tools & Equipment For Automotive Restorers

Come & See Us At The **NEC CLASSIC MOTOR SHOW 2015**
Birmingham, 13-15th November - Hall 4, Stand 431



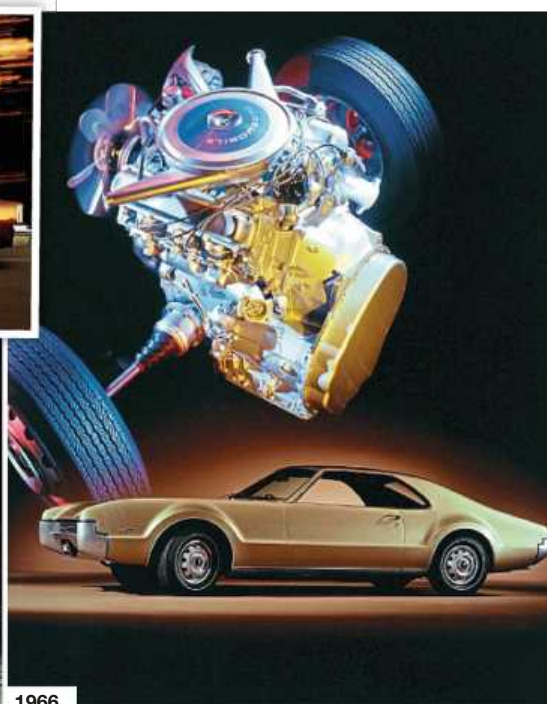
Huw Evans

Across
the pond

1973.



1979.



1966.

Toronado turns 50

Evans reflects on the golden anniversary of Oldsmobile's Toronado, one of the most innovative American cars of all time...

I'm typing this on October 14. For some of us that might be significant for a variety of reasons – birthdays; weddings; starting our first job or buying our first house. In American motoring circles, October 14 is significant in that it marked the introduction of one of the most innovative Detroit cars of all time: the 1966 Toronado.

On the surface, the Toronado appeared perhaps the least radical of all these, since it was a large, heavy, two-door coupe very much in keeping with the spirit of the times. Under the skin however, things were significantly different. Although its 385 horsepower, 425 cubic inch big-block V8 was similar to that found in other big Oldsmobiles, the Toronado used a chain drive to connect the engine to a 'split' TH400 three-speed automatic slushbox that was located to the left of the engine and transmitted power to the front wheels.

The benefits were added interior space and with more weight over the front wheels, better traction, particularly on slippery roads. By using a 'split' transmission the engine could be mounted directly over the front wheels instead of in front or behind, helping the Toronado achieve a decent 54/46% front/rear weight distribution and surprising handling for such a big, heavy car (211 inches long and weighing more than 4300lb).

Styling was clean and modern by the standards of the time, with hidden headlamps, ventless side glass and taut curves that emphasised the car's wheel openings – giving it a sophisticated yet muscular look. Capable of motoring along at 100mph effortlessly all day long, the '66 Toronado was a real American-style grand tourer and superbly engineered – in fact the car would come to symbolise GM's 'Innovator' division at its very best.

Toronado was mildly altered for 1967, gaining standard front disc brakes and a new grille, but more significantly, its drivetrain also found its way into the new '67 Cadillac Eldorado Coupe. This probably explains why, having witnessed sales of 41,000 units in its debut season, Toronado volume fell to around half that, where it would roughly remain through 1970.

As the years passed, Toronado evolved. Styling got progressively busier and more formal, while a larger, 400bhp 455cu in V8 arrived for 1969. For 1971, GM rebodied its large cars and Toronado was longer, bigger and heavier, boasting more linear styling that became progressively cleaner. The 455 V8 was gone by 1977 (replaced by a smaller 185bhp 403cu in engine), when the regular Toronado was joined by an XS version that featured a distinct wrap-round rear window that used new hot-wire glass-bending technology. Initially it had been planned to offer

retractable T-tops as well, but the idea was nixed for cost reasons and only a single prototype (the XSR) was ever built. By this stage, the Toronado had become very much a throwback, caught up in the wave of downsizing, yet its styling and stature still provided the car with an aura of elegance and presence that remains to this day.

Toronado would join the downsizing revolution for 1979, built off the same E-body platform as its Cadillac Eldorado cousin and would suffer the malaise of Oldsmobile's trouble-prone diesel V8. It got smaller yet again for 1986, to the point the car's customer base barely recognised what they were buying – even the addition of a top-of-the-line Trofeo edition for '88 did little to showcase what was by then just another front-wheel-drive, V6-engined GM car. A redesign which saw the Toronado lengthened to improve its stature arrived for 1989, though by 1992 GM's original front-driver was gone, perhaps ironic considering that by then, much of the corporation's large and mid-size cars had adopted front-wheel drive.

Today, the first (and increasingly) the second generation Toronados are recognised as true American classics and represent the last time that one of GM's divisions had the autonomy to forge ahead on its own.

Happy golden anniversary Toronado, *Classic American* salutes you!

Huw Evans – news & views from North America

*We can
ship your
car*

www.dreamcars.co.uk

*Cars
imported to
order*

OPEN TO OFFERS ON ALL VEHICLES



**1979
CADILLAC
SERIES 75
LIMO**
Fantastic original
condition
£6995



**2003
HUMMER**
Fully loaded, drives
superbly,
taxed & MOT
(You'll be back)
£15,995



**1959
CADILLAC
COUPE DE
VILLE**
Partially restored,
body off frame.
95% complete.
£6,995



**1959
CADILLAC S62
CONVERTIBLE**
Gorgeous California
car, rebuilt
suspension and
brakes, excellent
throughout
£65,000



**NEW SHAPE
CADILLAC
ESCALADE**
Black with cream
leather,
fully loaded
£16,995



**1959
CADILLAC
ELDORADO
BIARRITZ**
Bucket seat car
£POA



**1965
CADILLAC
DE VILLE
CONVERTIBLE**
Drives superbly
£12,995 ono



**1981
PONTIAC
TRANS AM**
Runs & Drives
Great
Good project
£4,995 ono.



**BRINKS-MAT
SECURITY
TRUCK**
Featured in
several movies
£POA



**1954
CADILLAC
ELDORADO**
Ex Neil Young,
CROSBY STILLS
AND NASH
£POA



**1958 CHEVROLET
CONVERTIBLE**
One of the finest,
unrestored examples
in existence. Totally
original 29,000 mile
car, V8, auto, power
steering, power top,
continental kit
£69,995



**1934
FORD
3 WINDOW**
RHD, Dagenham
assembled, very
rare!
£POA



**1960
FLEETWOOD**
Super nice
£13,995
**LAST CHANCE
AT THIS
MONEY**



**1995 LINCOLN
TOWN CAR**
Extremely clean,
37k miles, loaded
and stunning, ice
cold A/C, runs like
new
£6995



**1967
BUICK
ELECTRA 225
CONVERTIBLE**
excellent condition
£15,995



**1959
CADILLAC
GHOSTBUSTERS**
ECTO 1
promo car ready
to go
£POA



**1994
CHEVROLET
CAPRICE
STATION WAGON**
Fully loaded, will
become a classic,
once quoted as "the
best car in London"
£3995



**1958
CADILLAC
BIARRITZ**
Ex Elton John's
manager
£POA



**1965
CHRYSLER
NEWPORT**
Big Block Auto
rust in doors,
drives well
£2995



**1959 CADILLAC
SERIES 62**
Stunning original,
untouched car
which has to be
seen to be believed.
White with rose
interior
£49,950



**1953
CADILLAC
ELDORADO**
Extremely rare,
low production.
First dream car
£POA



**1999 FORD
EXCURSION**
6.8 V10
110k,
drives great
£7995

**WANTED FOR CASH -
ALL AMERICAN CARS URGENTLY WANTED
FINDERS FEE OF £300
LEADING TO PURCHASE PAID!**

**82 HOLMETHORPE AVENUE,
REDHILL, SURREY RH1 2NL**



**1959
FACEL VEGA
HK500**
Barn Find
£POA

TEL. 01737 765050

Always new stock!
classic-american

Tony Oksien

Muscle
car files

AMC Marlin.

The tale of three cars

Tony proves his taste can be a bit more eclectic than Mopar Muscle with a visit to the Classic American Auto Club's bash at Brooklands...

When early September comes around I always head off to Brooklands for the Classic American Auto Club's bash in the hallowed surroundings of the Brooklands Museum. This year's turnout was the highest I have seen yet, with at least 250 American cars, coupled with great weather (at last!) plus the Tri-Chevy Club's 60th anniversary celebrations. It was also boosted with a section crammed with the Mopar Muscle Association's finest and the whole event had a great laid-back feel, in no part augmented by such a mixture of Detroit iron.

The quality of classic American cars on display was truly amazing and their owners went to great lengths in presenting them. I could pick virtually any car from the show to expand on, however I have concentrated on three very specific vehicles which caught my attention. First up was a 1969 tribute Dodge Daytona; Mopar jaws dropped as this winged

wonder rumbled in, with 426cu in Hemi power, backed up by a four-speed Hurst-shifted manual box, a set of tough gears in the rear, a black bucket seat interior and finished in W1 white, with a red tailfin, the car is simply stunning. Imported a few months ago from Iowa by Peter Jordan, who spent many hours looking for this type of car and with only 22 Daytona Hemi four-speeds originally built and prices now in the million dollar range, a tribute is the only way to go now if you want fun in a winged Mopar.

Next up was a welcome sight and a breed of car rare in the UK: A 1966 AMC Marlin. This particular car has been owned for 32 years by Steve Bromyard and has a column-shifted auto, with a 287cu in V8 and bucket seats. The Marlin only lasted for three years (1965-67) with a 1966 production of only 4547 and a total build of around 24,500 over the three years. AMC marketed the Marlin as a 'personal

luxury car' and it competed against the '66-'67 Dodge Chargers, Plymouth fastback Barracudas and the 2+2 Mustangs. Although the Marlin disappeared in 1967, just waiting around the corner was of course the AMX and Javelin.

Lastly, I absolutely fell in love with a 1967 Pontiac Ventura which was a trim package on the Catalina, complete with world-weary patina paint and a new set of 2005 wheels. The car still sported its dealership emblem from Bill Kemp, of Newington, Connecticut, who first sold the car. The 'poncho' had a 400cu in V8 up front, an auto transmission and a very presentable interior. The styling on the Catalinas were quite out of this world for the time and boasted 'hide-away' windscreen wipers! So there you have it – my three favourite cars of the show which really deserve more coverage, but in all honesty I had so many more to share with you it was a tough call. Enjoy!



Dodge Daytona Hemi tribute.



Pontiac Ventura – nice patina!

Tony Oksien – CA's resident muscle car guru



Follow us on Twitter @51stateautos

More vehicles
always in stock
and available
to order

2015 Dodge Challenger Hellcat



707 BHP 6.2 2dr Coupe
in UK stock - Phantom
black with black interior
- last one available.

2016 cars now being
ordered - Plum Crazy
and Hemi Orange
added for 2016!!
Call For info.

£67,995

Brand new 2015 Ram 1500 Sport



4dr. In Stock ready to go.
Bright White, Stunning
Top of the Range truck,
Black Full leather interior,
Four wheel-drive, Left-
hand drive, 5 seats, Huge
Spec includes- 8 Speed
auto on dial transmission,
Euro Sat nav, remote start,
push button start, proximity
auto unlock, media hub,
bed liner, 20 inch polished
wheels, double vented
sports bonnet, heated seats,
double rear exit exhaust,
power folding mirrors, etc.
This is an imported vehicle.

£34,250 + VAT

Brand new Dodge Ram 1500 Limited Crew Cab



5.7 Litre, Petrol
Automatic.

If you want the best
then it simply HAS
to be The Ram 1500
Laramie Limited

Powered by the
immense 5.7
Hemi!!!!

£38,500 + VAT

2015 Dodge Ram 1500 Rebel



First in Europe - Brand new
Model!!
All Rebels come with the 4
corner air suspension and
have a number of new design
features - 17 inch Aluminium
wheels with 33 inch Toyo
Open Country AT Tyres,
1 inch higher ride height,
unique front fog lamps, new
Ram Centric rugged front
grille, new tailgate with black
RAM logo, Bistein shocks,
accented fender flares and
lower two tone paint accents.
Interior wise there is a unique
Rebel black and red accented
design with rugged Rebel
branded seats and mats.

£38,995 + VAT

2015 Ford F 150 Platinum Supercrew 4x4



Wow!! TWhat a crazily specced
vehicle!! The 3.5 Litre EcoBoost
engine offers up to around
30mpg whilst still delivering
365 HP and 420 pounds of
torque. The Platinum version
comes with a host of new and
innovative features including
Massage Seats, Inflatable
Rear Belts, Panoramic Double
Sunroof, Remote tailgate
opening, Side mirror spot lights
Power sidesteps, Power fold
mirrors, Blind Spot alert, Rear
parking sensors, Rear Camera,
Remote engine start
LED headlights, rear lights, side
lights. We have several of these
trucks on order for customers
but this one is in stock and
ready to go. Please call to view!

£42,500 + VAT

Brand New 1500 Crew Cab Sport



Finished in Metallic black
with black leather interior-
all options including 5.7
Hemi V8, 8 Speed Auto, 20
Inch Polished wheels, Full
Leather interior, Heated
and cooled front seats,
Full Euro Sat Nav, 8.4 inch
Touch screen Stereo with
media hub and Bluetooth,
Front and Rear Parking
sensors, Rear Camera,
Remote Engine Start, Enter
n Go technology, LED
lights, Power Fold Mirrors,
Heated Steering wheel,
Rain sensitive wipers,
Dual Exhaust

£34,250 + VAT

2015 Ram 1500 Longhorn



Stunning Metallic Black
Laramie Longhorn Crew
Cab with the rare Cattle
Tan and Black full leather
interior - All Options
including 4 Corner Air
suspension, Euro Sat Nav
unique 20 inch Longhorn
wheels, 4x4, Euro Sat
Nav, Powered by the
immense 5.7 Hemi V8
delivery 395 HP.

£38,500 + VAT

2015 Dodge Ram 1500 Laramie Crew Cab



3.00 Ltr Diesel
Rare new Black Diesel
1500 in stock!

Superb fuel efficiency
with all the toys!

Call for info

£37,995 + VAT

Richard Heseltine

From here to obscurity



If the Batmobile had a little brother...

The X600

Yet another impossible dream, plucked from the motoring fantasies of another creative but ultimately unrealistic self-made millionaire. Behold the X600...

John Weitz was nothing if not an overachiever. Perhaps best remembered as a fashion designer, he was also a novelist, military historian and a yachtsman. During the Second World War, he served in the Office of Strategic Services, the forerunner of the CIA, and in peacetime he competed trackside in an Allard J2. He was also a car designer, of sorts, although you could argue that the X600 wasn't the last word in style. It wasn't even the first.

While very much the embodiment of the self-made American millionaire, this remarkable man was born Hans Werner Weitz in Berlin and educated in London. In the Fifties, his office at 600 Madison Avenue was a hive of activity, with his firm making huge profits from licensing deals with major department stores. With the means to indulge himself, Weitz bought several exotic cars but none quite matched up to his exacting standards.

He had long nurtured the dream of creating a sports car of his own and in the late Seventies he set about designing what, in time, became known as the X600. By 1979, he had settled on the definitive specification and then created a quarter-scale model.

Basis for the X600 (X for eXperimental, 600 after the address of the New York office) was a highly modified Chevrolet Camaro Z28 platform, with the 5.7-litre V8 sited further back in the frame relative to the donor car.

Then there was the small matter of finding a metal-basher who could shape the body in aluminium. Several American coachbuilders were canvassed, but ultimately the gig was handed to the tiny Oxfordshire concern, Mallalieu Cars, which was better known for its vintage-style Bentley 'specials'. The link was made by the firm's US agent, Jim Rickman of Pasadena, California, the rolling chassis and model being shipped to the UK where Mallalieu's artisans set about turning Weitz's dream into a reality. What's more, they stuck remarkably close to his exacting brief.

Whether that was a good thing depends on aesthetic sensibilities. Nevertheless, the prototype caused a furore when it landed in New York. Inevitably, the urbane and never knowingly self-conscious Weitz ensured that its arrival was a newsworthy event, with column inches in the daily broadsheets and the specialist press ensuring that it received maximum exposure. The car was displayed in Bloomingdale's before touring shows across North America, Mexico and even Japan as Weitz talked up a production run at \$60,000 a pop.



However, just as night follows day, the scheme soon unravelled. Where, precisely, the car was going to be made in volume was never discussed publicly. Weitz had made prior comments about wanting it to be an all-American product, but some sources claim that Mallalieu had agreed to make the car in the UK. Given that the coachbuilder had lurched into receivership by 1980, you have to view this assertion with a degree of scepticism.

Whatever the truth, the X600 remained unique. The prototype was retained by Weitz for several years before it was donated to a museum in Cleveland.

Richard Heseltine's weird and wonderful American cars from the past.



Policies from
£97**

Classic insurance redefined.

Tailor your classic car insurance policy to suit your needs.

To discover the Footman James difference, call our friendly UK team for a quote today.

0333 207 6024

or visit footmanjames.co.uk



Part of the Towergate Group



FJ+ Classic benefits included*:

- + Salvage retention
- + Shows and events
- + Spare parts cover (up to a limit of £250)
- + European motoring (up to 35 days per trip)

FJ+ Cover options*:

- + Breakdown with options to include European cover and Homestart
- + Agreed value
- + Driving other classics
- + Drive to work
- + Track day cover
- + Wedding hire cover
- + and many more

Specialist rates for club members



Classic Car | Classic Bike | Modern Car | Modern Bike | Kit Car | Collectors | Classic Motor Trade | Household

*All cover is subject to insurers terms and conditions, which is available upon request. **Premium example based on: 1975 Chevrolet Camaro Auto. Value: £5000. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be recorded. FP ADCC203.11.14

classic-american.com **19**

CLASSIC AMERICAN

SUBSCRIPTION FORM

OFFER CODE: caxmas15

DECEMBER ISSUE

SIMPLY COMPLETE THE FORM BELOW AND RETURN TO:
FREEPOST RTKU-YJBY-HJCR, CA SUBSCRIPTIONS,
MORTONS MEDIA GROUP LTD, HORNCASTLE, Lincs LN9 6JR

**SIX MONTHLY
DIRECT DEBIT**

**ONE YEAR
CREDIT CARD/CHEQUE**

UK ☐ £20 + Baseball cap

☐ £40 + Baseball cap

EU

☐ £51

REST OF WORLD

☐ £55



I WOULD LIKE A GIFT CARD UK ONLY ☐

PAYER'S DETAILS (MUST BE COMPLETED)

Mr / Mrs / Miss / Ms (please circle)

First name

Surname

Email

Telephone

Mobile

Year of Birth

Address

Postcode

DELIVERY DETAILS (IF DIFFERENT TO ABOVE)

Mr / Mrs / Miss / Ms (please circle)

First name

Surname


Address

Postcode

Email

On occasion Mortons Media Group Ltd may decide to contact you by post/phone regarding information relating to current offers of products or services (including discounted subscription offers) which we believe may be of interest to our readers. If you do not wish to receive such offers please tick this box ☐
 On occasion Mortons Media Group Ltd may decide to email/fax you regarding information relating to current offers of products or services (including discounted subscription offers) which we believe may be of interest to our readers. If you wish to receive such offers, please tick this box ☐
 On occasion Mortons Media Group Ltd may permit third parties, that we deem to be reputable, to contact you by post/phone/fax/email regarding information relating to current offers of products or services which we believe may be of interest to our readers. If you wish to receive such offers please tick this box ☐

1. ☐ DIRECT DEBIT

Instruction to Bank/Building Society to pay by Direct Debit: 
 I would like to change/take out a subscription for £20 every six months
 (UK only)

Account in the name of

Account number

Sort code

Name of Bank/Building Society

Address

Postcode

Please pay Mortons Media Group Ltd direct debits from the account detailed in the instructions, subject to the safeguards of the Direct Debit Guarantee. I understand that this instruction may remain with Mortons Media Group and, if so, details will be passed electronically to my Bank/Building Society. Originator's ID number: 830390

Signature

Date

Reference number (office use only)

2. ☐ DEBIT/CREDIT CARD

Please debit my: ☐ Visa ☐ Mastercard ☐ Switch/Maestro

Card number:

Start date

Expiry date

3 digit verification code

Switch issue number

Signature

Date

3. ☐ CHEQUE I enclose a cheque made payable to Mortons Media Group Ltd

CLASSIC AMERICAN!!!

SUBSCRIBER BENEFITS

- Pay only £20 on six monthly direct debit
- Delivered to your door before it goes on sale in the shops
- Never miss an issue!
- Great online services to check your subscription details



It's 27 years since the first issue of *Classic American* hit the shelves, but we're still as passionate about American cars as we were back in 1988. Why not make sure you get your regular dose of American car magic every month with a subscription to *Classic American*?

Not only will you get it delivered to your door a whole week before it goes on sale – giving you first dibs on our extensive private classifieds – but you can also save a whopping 38% on the cover price and no more hunting around the shops trying to find it!

I look forward to sharing some of the amazing cars, events and stories that we have lined up for you in future issues. Make sure you don't miss out!

Ben Klemen Johnson

Giving as a present?

Add the finishing touch with a free gift card. Simply tick the box provided or ask a member of the customer services team.



All gift subscriptions will start with the first issue published after Christmas and available to UK only. All gifts will be posted direct to the recipient from the week commencing December 1. (The gift will be clearly marked as a Christmas gift and 'not to open') Ts and Cs available at www.classicmagazines.co.uk

FREE BASEBALL CAP

WHEN YOU SUBSCRIBE*

Take out a Direct Debit or one-year subscription deal and you'll get a **FREE** Classic American baseball cap with the package.



3 EASY WAYS TO SUBSCRIBE

SUBSCRIBE SECURELY ONLINE AT www.classicmagazines.co.uk/caxmas15

CALL 01507 529529

OVERSEAS CALL +44 (0)1507 529529.
LINES OPEN MON – FRI, 8.30AM – 7PM
& SATURDAYS, 8.30AM – 12.30PM

OR SIMPLY FILL IN THE FORM PROVIDED AND RETURN TO OUR FREEPOST ADDRESS

*UK SUBSCRIBERS ONLY EXPIRY DATE 08/01/16

REBUILDING THE CLASSICS

Front Inner Wing Complete 64-66
25-75-38-9 L/H 25-75-38-10 R/H

£538.20



Sill Coupe/Fastback Complete 64-66
25-75-00-5 L/H 25-75-00-6 R/H

£167.40



£150.00

£172.80

£180.18

£332.90

Door Shell 64-66
25-75-11-3 L/H 25-75-11-4 R/H

£332.90

Door Shell 64-66
25-75-11-3 L/H 25-75-11-4 R/H

Front Bumper 64-66
25-75-90-0

Bonnet 65-66
25-75-28-0

Firewall 64-66
25-75-38-0

£187.20

£167.40

Front Wing 65-66
25-75-31-1 L/H 25-75-31-2 R/H

Sill Coupe/Fastback Complete 64-66
25-75-00-5 L/H 25-75-00-6 R/H

We have a varied range of panels with hundreds of press tools for classic Mustang from bodysHELLs to bumpers. All parts are readily available to order direct from your local stockist listed below:

ARTTUS LINCOLN
MC TRADING SEVEN OAKS
ESSEX MUSTANG CENTRE LEIGH ON SEA
CLASSIC AMERICAN RESTORATION
WALTHAM ABBEY
CHILIMOTO SPEED SHOP KEIGHLEY
DIRECT PANELS GLASGOW
MUSTANG WORKSHOP HAMPSHIRE

01427 788910
01732 742881
01702 820033
01992 890969
07789 110721
01413 323335
01256 761991

WEST MIDLANDS AMERICAN VEHICLE
WOLVERHAMPTON
RS TURBOS BOURNEMOUTH
SD DEVELOPMENTS TODMORDEN
BOB WILDING BOSTON LINC'S
RS PRODUCTOR SWEDEN
PASSION AUTO FRANCE FRANCE

01902 798840
01202 399224
07879 043941
01205 280364
0046 734 100120
0044 (0)7850 479979

For more information and details call +44(0)1706 359666 or email sales@magnumcarpanels.co.uk

www.magnumclassicmustangpanels.co.uk

All listed prices are inclusive of VAT. Carriage not included.



MAGNUM
CAR PANELS



Magnum Classic Mustang Car Panels is now on facebook!
Be the first in the know with up to date information on new panels in production, weekly updates with our own 'Did you know?' and ongoing projects with 'Lets get your classic car finished'

find us on facebook at
www.facebook.com/magnumclassicmustangpanels

Georgia Peach

After buying this immaculate 1949 Chevrolet from Atlanta, Gary Jones has spent many hours adding period upgrades and touches that really make the car his own...

1949 Chevrolet Fleetline Deluxe

Words: Mike Renaut **Photography:** Gary Jones

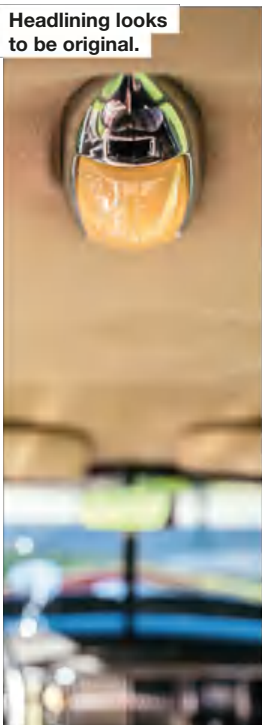




235cu in straight-six motor.

"I WAS LESS KEEN ON THE LATER SHARP LINES OF THE TAILFINNED CARS – SOME OF THOSE ARE JUST TOO BIG..."

Headlining looks to be original.



One very welcome aspect of American car ownership that's definitely seeing an increase is the first-time owner. Someone who has taken the plunge into buying his or her first American car, and often first classic car. One such owner is Gary Jones whose stunning 1949 Chevrolet Fleetline Deluxe you see here. "I'd been looking for one for about 12 months before I found this Chevy," remembers Gary. "In some ways it was a second choice because I was really after a 1948 Chevrolet aero sedan. I'd seen one on eBay and missed out on it by just \$80."

Gary had a few criteria in mind. "I liked the curves of the Forties cars and many of the early Fifties models, but I was less keen on the later sharp lines of the tailfinned cars – some of those are just too big. I wanted something aged about 1948-52 that I could easily source parts for if it needed them and it had to be in good condition, not requiring major work. It didn't have to be a Chevy, but ideally I wanted a two-door car and I was really keen on the Fleetlines."

Armed with those requirements Gary shopped around. "There were plenty of potential cars about, but I wanted one that was exactly right since it was to be my first American car. I was searching the Hemmings website and saw an advert for this '49 being sold by Merlin Auto Group (www.merlinautogroup.com) in Atlanta, so I emailed to ask



Just the right amount of chrome!

for some photos of the car up on a lift. Within 10 minutes they arrived. I made an offer \$100 lower than they were asking and it was accepted – to be honest I thought they were selling it pretty cheap anyway."

Our own e-mail to Adam G Merlin also quickly produced a reply: 'We remember Mr Jones and that special car,' writes Adam. 'We first discovered the car at Norcross (Atlanta) GA car show in 2010 or 2011, it was for sale at the show. The gentleman that owned it was in the commercial vehicle modification and restoration business, he did nut and bolt restorations. He used to trailer the Chevrolet around to events, but had lost his wife and lost interest in going to shows. We bought the car from him and enjoyed owning it a little over a year before we sold it to Mr Jones.'

"It was a really good service from Merlin," continues Gary, "even though they seem to deal more with newer exotic cars than classics. When the Chevy arrived in the UK it came with a couple of framed photos, the original American licence plate and even an advertising poster for the car when it was new." Hill Shipping (01795 876000/www.hillshipping.com) got the Chevrolet safely across to the UK. "It came from Atlanta, Georgia via Nova Scotia and Germany then to Thamesport and straight to me. It turned out to be a really good car; in fact I have to say I haven't seen one yet that's better."

Gary had decided to have the Fleetline delivered to his door just as it was and to take care of the registration and any other work himself. "The seller stressed to me that the car was being sold to me without a title, or pink slip," says Gary, "which at the time I didn't really understand although apparently it was quite legal in Atlanta. In order to get it registered in the UK I had to join a Chevrolet club and get a letter of authenticity for the DVLA – I also had to take the car to Birmingham so they could check the VIN plate."

Fully restored

Unfortunately, we know virtually nothing of the Chevy's past life in the States, it was sold to Gary as a frame-off restored car and with the photo evidence Merlin supplied he fully believes that's the case. "They sent photos of the restoration work and I've been all over the car, so I know there's no rust anywhere on it. There's 73,000 miles showing which I believe to be genuine, I think it was off the road for a few years. Going by the VIN, it was built at the Atlanta plant." The Chevy has the 235cu in straight-



six engine and in addition to the extras Gary has added (more about that in a moment) it came with the optional push-button radio, wind-up clock in the dashboard – which lasts for two days per wind – reversing lights and a Bakelite tissue dispenser. Gary believes the colour is Maryland Red Pearl: “It’s like a low key metallic.

“I was really pleased with the car when it arrived in June 2013,” continues Gary. “It was a lovely sunny day and I’d just been made redundant from my coal mining job following a colliery fire, so doing a lot of little jobs fixing up the Chevy probably saved my sanity.” And when Gary says a lot of little jobs he’s not kidding. “I made more than 100 changes or upgrades to the car in the process of getting it ready for the UK roads.

“I fitted flashing indicators to the sidelights that light up orange, then altered the headlights so they incorporated sidelights too – although I’ve kept the 6v electrics. I replaced the parcel shelf which was looking a bit tired then reupholstered the boot and the footwell linings.”

Gary also fitted new brake shoes and replaced the leaking rocker cover gasket, he added new battery leads and stripped and cleaned the dome and boot lights. “I’m entirely self-taught,” explains Gary, “I used to work on my own cars when I was younger, but with this I just learned as I went along. The headlining needed a good clean but the interior was generally good. The seats were in great condition and being cloth I wanted to protect them so I made up some seat covers using the closest matched material I could get.”

In addition to replacing worn parts Gary also upgraded the Chevrolet with extra chrome. “I put on the fingerboards under the door handles and the headlamp eyelids, also new hubcaps and the fishtail exhaust. The hardest job was

Device on dash helps reflect overhead traffic signals.



the heater, the matrix was leaking, so in the end I had to go to a specialist. It’s a Harrison heater and the matrix is an O-shape with the motor in the centre. A local company recored it for £400 and while it was being repaired I thought if I was spending that much it ought to look the part, so I resprayed it too. I’ve also added new seals on the windscreen and headlights then fitted a converter that allows me to run a 12v cigarette lighter and hidden MP3 player.” Speaking of electrics, Gary also put in a new starter motor, new generator and installed a fuse box, “the body is the earth so if something comes loose you have the risk of a fire otherwise.” >>

Wide whitewalls? Check!





Improvements and upgrades

At first the Chevy was running a bit hot. "It had a 180-degree thermostat fitted, but putting in a 160 one solved the overheating. Most of the parts came from Chevs of the '40s, (www.chevsofthe40s.com) but mechanical pieces usually come from Rock Auto (www.rockauto.co.uk). I do all the servicing on the car and recently fitted a Gamatronic electronic ignition, it always ran well but now it starts better too." One part that seems hard to find is rear brake drums. "They're thin on the ground for 1949-51 Chevrolets," says Gary, "but I finally found that Lincoln Brakes and Clutches in Texas had six on the shelf, I bought four of those so I have spares."

He also rebushed the Fleetline's suspension all around. Another practical addition was a mirror on the right-hand side. "It was the first time I'd driven a left-hand-drive car and it scared me," laughs Gary, "although I loved driving the car. With the three-speed column shift and the handbrake hidden under the dashboard somewhere it was unlike anything else I've owned. I run it on cross-ply tyres because they come with a wider whitewall profile, I can't get radials that look right, so I've adapted to driving on crossplies, it cruises most happily at about 55-58mph. The radio still works and so do the vacuum wipers – the sun visor keeps a lot of the rain off the screen."

"It also took Best Classic at the Rhythm Riot in 2014, I was pleased with that because it was a 230-mile drive down there – we got a lot of attention on the M25. It won best pre-1950 Chevrolet at the Rally of the Giants and I was really shocked to see it wearing a winner's sticker – I assumed my mates were playing a joke." It doesn't surprise us though and just proves how worthwhile all Gary's and the previous owner's efforts at preserving this lovely Chevrolet were. ★





More goodies in stock.

Check out our Ebay
store for some fun and
interesting gift's for
all the family.

But hurry
limited stock
available.


Buy now
to avoid being
disappointed.

Tel: 01234 273155

casales@usautomotive.co.uk

www.usautomotive.co.uk

19 St. Martins Way, Bedford MK42 0LF

 Find us on
Facebook

USA Automotive Ltd

*Your #1 source for American
Automotive Equipment*

Ray's Classics

California Collector Car Sales & Export Specialist

San Carlos
CA since
1980



1955 Chevy Nomad 350Ci/Auto
p/s, very nice driver same owner
since early 80's
\$52,500



1967 Chevy C-10 350Ci/4Spd
Muncie quality custom build, air
bags on all four corners, flamed
paint job, p/s, p/w, dvd, leather
interior, show ready **\$19,800**



1952 GMC 235Ci/4Spd
runs excellent, new 12 volt
conversion, period steel visor,
wide whites
\$9850



1948 Ford Deluxe Convert
350Ci/Auto
p/s,pdb,p/w, p/top, airbags very
nice well built streetrod
\$48500



1948 Plym Deluxe Coupe
426 max wedge/auto, p/s,pdb, tilt
wheel, old ca show car, trophies
& programmes included
\$18500



1958 Highline Zodiac
lhd us spec, two owner car with
original documents, original
paint, some surface rust, no rot,
needs restoration **\$7850**

Prices include shipping from Oakland CA to UK mainland.
Check the website for complete inventory list.

**WE CAN LOCATE THE CAR
OF YOUR DREAMS**

Vehicle
shipping to
the UK inspection
services available
in the Western
States

Tel: **650-361-8083**

www.raysclassics.com

e: **raysclassics@earthlink.net**



AS SEEN ON
MOTORS TV

HIRE A CAMARO

BUMBLEBEE
(YELLOW)

SLP 2L 575 CAMARO
(BAD ASS)

THE CAMARO SS
(INFERNO ORANGE)

CAMARO LS
(CLASSIC)

£130/DAY COLLECTION
10AM-RETURN
FOLLOWING DAY 10AM

£150/DAY COLLECTION
10AM-RETURN
FOLLOWING DAY 10AM

£130/DAY COLLECTION
10AM-RETURN
FOLLOWING DAY 10AM

£110/DAY COLLECTION
10AM-RETURN
FOLLOWING DAY 10AM

£400 WEEKEND
PICK UP SATURDAY 10AM
MONDAY MORNING
RETURN 10AM

£550 WEEKEND
PICK UP SATURDAY 10AM
MONDAY MORNING
RETURN 10AM

£400 WEEKEND
PICK UP SATURDAY 10AM
MONDAY MORNING
RETURN 10AM

£350 WEEKEND
PICK UP SATURDAY 10AM
MONDAY MORNING
RETURN 10AM

£700 WEEK
(PICK UP AM
RETURN AM)

£800 WEEK
(PICK UP AM
RETURN AM)

£700 WEEK
(PICK UP AM
RETURN AM)

£600 WEEK
(PICK UP AM
RETURN AM)



£500 deposit and unlimited mileage

WWW.HIREACAMARO.CO.UK



No smoke without fire

The earliest racing machines enjoy a huge presence, rarity and a price tag to match. The alternative? A US Speedster that offered 'muscle' long before the phrase became popular.

1918 American La France

Words & Photography: Grant Ford

It matters not your personal taste in motor vehicles, some machines just rock you down to your boots. This is true of the American La France Type 12 Speedster. If the sheer size (17 feet long) doesn't affect you, the drive train alone will certainly amaze you: a straight six, 125bhp 14.5-litre engine with 18 spark plugs, three per cylinder with two coils feeding 12 plugs and the other six running to a magneto. The pistons are 5½ inches in diameter, meaning you're doing well getting 8mpg. The La France had no front brakes and the rears are contracting bands, offering a real challenge when bringing the 3½ ton vehicle to a halt. The handbrake often has to be used when needed, but is prone to lock the wheels if over-applied, something to consider at 90mph, which is perfectly achievable... all this from 1914.

The European story

La France's story originates from the dawn of motoring, traceable back to the Daimler Motor Company and its chief designer Wilhelm Maybach. In 1899 a wealthy

admirer of the marque named Emil Jellinek took the first four-cylinder Daimler to Nice Week Speed Trials and entered under a pseudonym, his daughter's name Mercedes. Just a year later the Mercedes name was adopted for Daimler cars available in parts of Europe and the US.

Again in 1901, after much persuasion by Jellinek, a 5.9-litre producing 35bhp was readied for Nice Week. The Mercedes 35bhp tourer would become the forefather of the modern motorcar, no longer resembling a horseless carriage. In 1902 Maybach would design the Simplex, which at the time was light years ahead of the competition and with a chassis costing £2200 offered 70mph performance. The Simplex models were uprated for racing and won the Gordon Bennett Cup in 1903 (with an engine producing 90hp) and set a new world record in 1905 at Daytona. >>

Together the size difference is obvious, mostly due to the larger rims on the 1918 machine.



This La France fire truck from 1918 is where it all started for Julian and his Speedsters.



Bespoke mud guards with no running boards and bumpers – the minimalistic look of a Speedster.



14.5 litre, straight six, a X flow head decades ahead of its time and oil pressure 8-10lbs cold, 2-3lbs hot.



Hood ornament, radiator cap and temperature gauge in one.



Alongside the enormous flywheel is a sump the size of a coffin that requires 4½ gallons come oil change time.

“ EDWARDIAN DESIGNS OF THIS TYPE ARE RARELY SEEN AND OFFER A GLIMPSE OF PERIOD RACERS...”

Little wonder the design was widely copied. The Crane-Simplex Automobile Company in the US began to build similar versions using Mercedes parts.

American La France purchased two rolling chassis and converted them into fire trucks after which they copied the design from Crane-Simplex and built their own versions; many of these fire trucks have since been taken out of service and converted to Speedsters, offering close replicas with extraordinary performance. The La France company did produce an estimated 22 passenger cars including just two Speedster versions; few are known to exist today. Edwardian designs of this type are rarely seen; therefore these copies offer a chance to view some of motoring's pioneering high performance race cars on today's roads.

The stateside story

In 1903 the American La France Fire Engine Company came into existence, although enthusiasts of the marque have traced its roots back to horse-drawn carriages 70 years earlier. The names behind the company were John Rogers, who began producing manual fire pumps in 1832 and Truckson La France, who had been producing similar equipment since 1873. Combined, American La France would be the main producers of fire-fighting equipment for more than a century and their first motorised vehicle arrived in 1907. Unfortunately today the company has all but ceased to exist, once operating from Elmira, New York.

They produced thousands of vehicles over the years, but in the early days adapted a range of appliances to fulfil their requirements; this included taking the biggest, most powerful cars and modifying them for the task. The machines they did produce were special order only and were often referred to as 'chief's cars', while others were known as 'pumpers', as were the examples here. La France is reported to have been interested in producing not just Speedster versions, but also racing versions to take on the 'dirt tracks'. One Type 8 La France was built but then abandoned after

Truckson witnessed a fatal racing accident. It would be unlikely many – if any – of the La France Speedsters would have ever raced in period, as up until the mid-Twenties they were expensive to purchase and by the time they became affordable, their competitive time had passed, although that hasn't deterred many from adapting them in later decades.

Edwardian hot rods

Built to look like pre-First World War race cars, the vital component is getting the vehicle's proportions correct, thus creating the correct period image. Many of the early race cars like Simplex, Mercer, Mercedes and Fiat used large displacement engines and chain drive. Since the early American La France fire trucks were built using large displacement T-head engines and chain drive, they are the perfect candidates for early Speedsters. Debate rages as to whether the Speedster and the early 'Gow Jobs/hot rods' are one and the same, so we found this source which pretty well explains the difference:

“A Gow Job is a low-line vehicle, usually a roadster, made up of the parts of several different vehicles and home-built speed parts. A Speedster was a roadster with cut-down bodywork, resembling a 'real' race car, but retaining some of the comfort/safety oriented features of standard street cars, like fenders (often smaller than standard, but still there), windscreen(s) and often a small trunk. These were the first sports cars and were either factory/coach built, or a production car with an aftermarket body retro-fitted after initial purchase of the vehicle. Some had minimal bodywork behind the seats with exposed gas tanks, while many ended up with torpedo or boat-tailed bodies.”

Model Ts and Model As are popular adaptations stateside and with most early Speedsters being pre-First World War, their oversized power plants remained, often having ample cubic capacity when originally installed – although tales of folk fitting aero engines are commonplace, many from wartime fighter aircraft.

The earlier La France trucks had a \$5k purchase price, ensuring most of these machines would remain in standard form for many years and built with such a robust quality many continued their fire-fighting duties for decades. These earlier chain-drive models from the marque based on the



On Kent's country roads a great sight as Julian muscles the Speedster through the corners.





Owner Julian is certainly not vertically challenged; anyone looks diminutive behind the wheel of a La France.

"ONE INCORRECT STAB AND SEVERAL TONS OF ROLLING THUNDER COULD EASILY CAUSE MASS DESTRUCTION."



Simplex design were still being produced more than 20 years after La France supplied their first customer. Thereafter many would remain in fire truck spec for years with enthusiasts preserving their originality, while others would be converted, often when they were well past pensionable age.

The longest endurance events, such as the Peking to Paris, nearly always feature a La France, as it takes a certain passion to own and maintain such a vintage of machine, while understanding the ingenious engineering that is now a century old. One such man is Julian Grebby and a certain level of expertise and knowledge is required just to get the 100-year-old engine to fire up. Here's the process: fuel on, followed by primary and secondary ignition. Decompress the exhaust valves. When facing a cold start, thimble-sized cups sit on top of the cylinders, one shot of fuel into each and a turn of the brass handle drops the extra measure into the bores. A starter motor the size of a small bucket spins the huge iron flywheel and produces a strange grating noise common with these engines then, with a roar that is guaranteed to make you jump, six pistons each big enough to accommodate a grown man's hand are forced into action.

My first sighting of the Type 12 from 1914 was appropriately at the Laon Classic Festival in Northern France. The La France was many spectators' 'star of the show' while blasting around the closed roads of the old town. The offer to view the town and acknowledge the

crowds from the passenger seat of this 'green goddess' was a chance for me, not to be missed and never forgotten.

Another chance with the La France

Meeting up with Julian again at his home in Kent offered the chance to understand the La France, quiz him and admire another Speedster from the marque; yes, he has two. Both are Type 12 versions, but quite different. Julian began his interest in La France with an original fire truck complete with ladder and additional lighting. Imported from Tom Laferriere in the States, this 1918 vintage was 'too nice to convert', Julian admitted, so his only option was to look for a converted example.

A trip to Brooklands Auction sourced his first Speedster and later he had the opportunity to purchase the second, a 1914 machine, which offered all he wanted in a La France, so the fire engine was duly sold.

The cars share the same power unit, although both have enjoyed some sympathetic alterations including alternator conversions using the flywheel as belt drive. The green car I enjoyed in France is a 1914, has a more pronounced Speedster look and with its slightly shorter chassis it sits much lower than the later 1918 machine, its height reduced by the 24in rims. The later alloy bonnet version runs 26in wheels and is fitted with a Zenith Carburettor, while the green machine is fuelled by a Schebler version >>



Ingenious steering box transfers the action along the outside to push/pull the N/S wheel a rod connects to the O/S.



1918 La France features household switches for headlight, side and ignition below advance retard and hand throttle.

The later Speedster is very reminiscent of early open wheeled Indy racers.





The later car is more original still sporting a huge alloy bonnet and much taller radiator.

(an Indianapolis company that later became Borg-Warner).

Mechanically both cars share the components, with the same T head motors and three-speed gearboxes driving the impressive chains to the rear wheels. In true Speedster fashion the earlier version has also benefited from the weight-shedding, losing nearly a ton in the process. Visually there are noticeable differences, especially the height of the later car with the peak of the bonnet reaching five feet above the ground. It runs open wheels, while the earlier car has period mud guards and a pair of individual leather seats and the area over the dash from the bulkhead has been reduced. The earlier green car is certainly much more the 'Speedster', while the later version is even more imposing, winning the 'mine's bigger than yours' contest with its huge alloy bonnet.

On Board the Beast

On the road the La France requires a skilled hand to master and control; luckily the owner is more than capable and we not only make progress rapidly, but have a turn of speed that surprises me considering it's of a vintage that warrants a telegram from the Queen. Julian is able to muscle the Speedster through narrow country lanes with confidence and at one point my modern turbo diesel needed 'foot-to-the-floor' to keep pace. It is however from the passenger seat where it really impresses, with constant input from the driver into the huge steering wheel, timing adjustments, right hand gear change and most challengingly: a central throttle pedal.

One incorrect stab on that control and several tons of rolling thunder could easily cause mass destruction but Julian was in total command; it was like watching someone handle the world's biggest rottweiler on a very short leash. Take-off is all or nothing and the hickory wood wheels spin easily, especially in the wet, as the three-speed crash 'box' is worked hard but once into top the La France hitched up her 'breeches' and just pulled relentlessly. The vibrations are immense and the sense of speed heightened, by being high up with no screen for protection, all of which makes a blast in this Speedster totally exhilarating. Edwardian race drivers would be expected to handle such machines at insane speeds, for many hours, over rough terrain; little surprise there were so many accidents. ★

Ahead of their time

One description I have read sums up the Speedster ethos: "They are creations where people take what they think are the best aspects of the Mercedes, Simplex, Stutz and Mercer etc. and build a car to suit themselves." And there's no doubting that these machines were at the very forefront of motorsport competition in their day, offering technology that made great strides in a relatively short time.

It was motorsport that brought these lightened yet seriously powerful giants to the public's notice. In America only a few purpose-built race tracks were available before 1914; Indianapolis first saw action in 1910 and several dirt tracks had been converted from horse racing to satisfy a growing need for motorsports. The first board tracks would soon be opened and they became extremely popular, attracting huge crowds into wooden velodromes, although their poor safety record would see many close.

Motorsport in the US had been slower off the mark than in Europe; the Vanderbilt Cup did offer an alternative to the dangerous capital-to-capital events across the Atlantic, America's first International Road Race in 1904 featured 18 such machines. Sponsored by William K Vanderbilt, the course, over 30 miles, was on closed roads around Long Island, New York and 10 laps would be required by the competitors, cheered on by 50,000 dangerously close spectators. The winning car averaged 52.2mph, but just four years later the event had attracted 250,000 and the average speed had



increased to 64.3mph over 258 miles, and each lap now included nine miles of concrete, although the rest was still dirt roads.

It wouldn't be until 1908 that an American driver won the Vanderbilt Cup. The desire was there and the machines were available, while in Europe by 1907 races consisted of circuits around towns; less dangerous maybe, but many road surfaces were still rutted dirt tracks.

One example was Dieppe in France, where the lap was a mere 48 miles (small in comparison to most) and the overall distance was 10 laps; the winning car was able to average more than 70mph for the race. Cars became more powerful and the drivers more daring, while the circuits slowly improved, the speeds increased substantially and so did the fatalities.

The World's Speed Shop®



Frosty the Go-Man.

Cold weather won't stall your project. And it won't stop us from supplying you with the parts and tools you need to get the job done. That way, you'll spend next spring driving instead of wrenching.

From tires and tools to T-shirts and toys, rely on us to fuel your high-octane holiday.



Ford Forever Pinstripe T-Shirt

- Pinstripe design
- Images on front and back
- 100% cotton



RAG-SHRMFORPS_ | from \$22.97 USD each



Front Disc Brake Conversion Kits

Disc Brake Dependability!

Keyword: RSD Front Conversion
as low as | \$292.50 USD kit



Chevy Bowtie Nylon Bag

- Haul your supplies in style
 - Double-zip closure and sturdy handles
 - Heavy duty nylon/polyester canvas
- GBS-BT2000V | \$34.97 USD each**



Automotive Heaters

Be Warm Again!

Keyword: SUM Automotive Heater
as low as | \$149.97 USD each



LED Taillight Assemblies

Better Visibility!

Keyword: UPD LED Taillight Assemblies
as low as | \$26.97 USD each

Low Cost, No Hassle, Landed Cost Shipping!

Choose landed cost service and all duties, taxes, and clearance fees are included. In-stock parts shipped same day, delivered to your door, with no hidden fees.

Questions? Complete details available in Customer Service section of SummitRacing.com, talk via Live Chat, or call us 24/7!



Polyglas GT Tires

Raised White Lettering!

Keyword: KTC Polyglas
as low as | \$285.97 USD each



Fenders

For 1957 Bel Air and 210!!

Keyword: DCK Full Fender 210
as low as | \$393.97 USD each



Mechanic's Car Engine Play Set

- Keeps kids tinkering for hours
- Removable engine parts for pretend service
- Electronic engine sounds, horn, and working lights
- For ages 3 and up

FLR-2843 | \$99.97 USD each

Expert Advice • Huge Inventory • Fast Delivery • World-Class Customer Service

International Sales: USA 1.330.630.0230

Tech: USA 1.330.630.0240 • SCode: 1512CAU

Call by 10 pm EST: In-Stock Parts Shipped That Day!

Find it at **SummitRacing.com®**

Prices good through 1/1/16 • Typographical, description, or photography errors are subject to correction. Some parts are not legal for sale or use on any pollution-controlled motor vehicles. ©2015 AUTOSALES, INC.



classic-american

Protect your baby

Sunoco Optima is an Ethanol free high octane unleaded fuel that will stay fresh for up to 5 years and protect your fuel system from corrosion, gumming and varnishing



Anglo American Oil Company Ltd

+44 (0)1929 551557 (tel) info@aaol.co.uk www.aaol.co.uk

Castleford American Autos

CAS-AM Est. 1980



1995 Chevrolet G20 Dayvan.
Wild graphics and newly retrimmed



2001 Chevrolet Suburban
5.3ltr. V8 Automatic, 7 seater



1999 Cadillac Sedan De Ville
Limousine 4.6 V8, very low mileage



1986 Chevrolet El Camino
5 ltr V8 Automatic



1939 Registered Chrysler Based Hot Rod
318 V8 Automatic



1995 Astro van 4.3 litre V6 Auto
Very low mileage

**SALES, PARTS
SERVICING, REPAIRS,
DIAGNOSTICS
& RESTORATIONS**

**CAR & PARTS
IMPORTERS.
HARD TO FIND
PARTS OUR
SPECIALITY
GIVE US A TRY**



Part of our Parts Department

See our website for more details

www.cas-am.co.uk

Tel: 01977 604060

E-mail: sales@cas-am.co.uk

sales@cas-am.co.uk

BIG OLD STOCK SERVICE

PARTS CLEAR OUT AT

BARGAIN PRICES.

Once they're gone, they're gone. Give us a call!



GRAHAM SYKES
THE SPECIALIST BROKER

- ☒ Fast
- ☒ Simple
- ☒ Affordable

AMERICAN VEHICLE

INSURANCE

No Claims Discount up to 65% - Approved Club Members Discount - Limited Mileage Discounts

Introductory Discounts - Multi-Car Discounts



01395 255 100
www.graham-sykes.co.uk



Graham Sykes Ltd. is authorized and regulated by the Financial Conduct Authority.
Calls may be monitored or recorded to help improve our service.

CLASSIC AMERICAN

WWW.CLASSIC-AMERICAN.COM

01507 529529

SHOP

T-SHIRTS ... £12.50 each (UK & ROI)



Vintage Olds

M, L, XL, XXL

2015 Cubic Inches

M, L, XL, XXL

White Charger

XL, XXL only

Charger Cubic Inches

L only

BINDER

PRINTS ... £4.49 each (UK & ROI)

High Quality A4

£8.25
each
(UK & ROI)



CALL:
01507 529529

VISIT:
www.classic-american.com

ORDER
YOURS
NOW!

All items are subject to availability. For EU+ROI prices visit www.classic-american.com

classic-american.com 35


BIG BRIGHT GREEN **PLEASURE MACHINE**

We borrowed the title of a
Simon & Garfunkel song
because it completely
sums up Phil Reed's 1970
Chrysler Newport sedan...

1970 Chrysler Newport Custom

Words: Mike Renaut **Photography:** Joe Dick





The love of American cars runs deep in Phil Reed's blood and always has. "In school I used to draw pictures of chopped 1951 Mercurys all day and even today I still want one of those," laughs Phil. And if he ever strayed away from American machinery his family and friends would soon drag him back. "My son Michael has a '67 Chrysler New Yorker, my brother Steve has a '67 Barracuda and you featured his 1965 Corvair in *Classic American* back in the April 2012 issue. Most of my mates have American cars too."

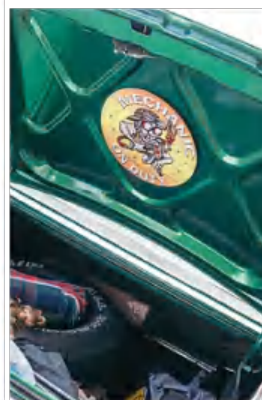
Phil's garage has been home to more old cars than he can remember. He started in 1987 with a pair of 1964 Chrysler Windsors that got rebuilt into one decent car. A 1951 Chrysler Windsor followed, as did a 1954 Packard: "I bought that as a non-runner and when I took the head off I saw all the exhaust valve seats were cracked, the guy selling it had said it had overheated in the past. I had a 4.2-litre straight-six Chevy Chevelle Malibu and I pulled the engine from that and put it in the Packard." »

"IT WAS OUTSIDE IN A TENT AND HE JUST
LIFTED UP THE SIDE TO REVEAL THE FRONT
CORNER OF THE CAR," REMEMBERS PHIL,
"THAT WAS IT - I HAD TO BUY IT..."





Phil fitted the 'in-keeping' 440 motor.



Phil actually is a mechanic!



Custom touches included these deluxe door panels.

Phil's first jobs on the Chrysler were mechanical. "I always make my cars reliable before I worry at all about what they look like," laughs Phil. "It's a pain when a big car like this breaks down and it's doubly embarrassing when you're a mechanic. It drove around for a while looking pretty rough and then I set out for the Americana car show. I was headed down the M1 when suddenly the brakes stopped working – one of the few things I hadn't checked was the condition of the brake master cylinder and of course you always should when a car's been standing for any length of time. Fortunately, I managed to coast downhill and into the nearest services. I was insured with RH Specialist Insurance and they sent out a proper-size recovery truck and got me home. I was so impressed with the service they gave me I got the rest of the family to join them too."

Electric shock

Once the Chrysler was in top mechanical condition Phil turned his attention to the rust along the bottom of the wings. "Years ago I'd have done all the bodywork myself but now I don't really have the space or the time so I took it to Colin Wood at CW Motors in Droylsden (0161 371 9983/www.cwmotors.co.uk). They've worked on American cars for years so I left the Chrysler with them intending for them to touch in the repairs in the existing green. Then Colin gave me a call because he'd found some paint he'd ordered for a customer who had changed his mind. He opened the tin and it was Ford Electric Green – a really bright, vivid colour. I took the pot outside into the sunshine and said to Colin: 'what the hell, repaint it' but when I saw it finished two weeks later I thought 'Wow...!'"

Phil's car is a Newport Custom, six-passenger, four-door sedan – one up from the base Newport, but below the 300 and the top-dog sedan New Yorker series. Two- and four-door pillarless hardtops completed the Custom range.



Herringbone cord fabric interior is a nice masculine touch.

Boasting an upgraded level of trim from the standard Newport, the Custom came with a scripted badge on the roof pillar, a fold-down centre armrest on the front bench seat, carpet at the base of the doors, padded seat cushions and chrome trim along the upper doors and drip rails. The 1970 models got a new grille and restyled tail-light panel that was slightly concave but, aside from that chrome side strip being raised to mount higher up the door, the cars appeared largely as they had been the previous year when they had received all new lines supposedly inspired by an aircraft fuselage.

The 383cu in two-barrel carburettor V8 this car left the line with would have produced 290bhp and it's among the 13,767 built for the 1970 model year. Decoding the VIN shows it was built at the Jefferson, Michigan factory and was one of 147,000 Chryslers built there. Weighing 4065lb it was no lightweight, but represented decent value for money at \$4554. When new it could hit 60mph in around a rear-tyre-destroying nine seconds; 1970 would be the last year for the full-size convertible model and Chrysler ended the year in 10th place overall for industry sales.

As for equipment "it's pretty basic," admits Phil, "manual windows. I do miss not having electric windows – AM- >>





Four-door cars offer excellent value for money and have often been pampered.

only radio; good thing I like Capital Gold – and no air conditioning. Although the 440 I put in still had the air con pump fitted and I took it off – have you ever felt the weight of one? But I do now wonder if I should have left it on in case I ever decided to put air suspension on the car.”

Eye for a bargain

With its shiny new paint Phil decided new wheels were in order and a trip to Chapel Motors, (0161 370 3878) saw Phil getting a great deal on a set of brand-new American Racing wheels and tyres that a customer had ordered for a Dodge Charger but never collected. “I’ve made a lot of friends and contacts over the years,” laughs Phil, “it comes in handy for getting cheap bits and pieces.” The Newport has power steering and power brakes, but still runs drum brakes all round. “They’re excellent,” says Phil, “it stops with no problems. I considered a disc-brake conversion, but then I’d have had to change the wheels again. I put new leaves in the rear suspension but otherwise it’s all standard, I get most of my parts from Rodley Motors (01274 688968/ <http://rodleymotors.co.uk>) or Ultimate Spares of America (01953 601410/www.ultimatespares.co.uk) – both are excellent. I needed a new steering arm recently and Rodley had one on the shelf for £48.”

Phil’s future plans may include rechroming the rear bumper: “It’s been polished so much the chrome is starting to get thin. There’s a few other things I’d like to do such as repairing the wear on the driver’s side of the front seat, but then once you start where do you stop? I’ve had this car for five-and-a-half years and that’s by far the longest I’ve owned any of them. Every so often I get the urge to buy something else though. In fact that happened recently, I spent two days getting it ready for a show – it’s a big car to clean and polish – but then when I was finished it looked so good I knew I had to keep it.

“You see the two-door coupes around the show fields and quite a few of the pillarless hardtops, but it seems no one ever thought to save the four-door pillared cars.” One thing Phil is unlikely to do is return the car to stock, “no, there’s no way I’d restore it, I like it just the way it is. But I do still fancy a chopped Mercury leadsled, or maybe even a Hudson, which has that similar look. I don’t think that’ll ever happen though unless I win the lottery or maybe rob a post office. I’d better find a more inconspicuous getaway car if I do, though...” ★



Phil’s Chrysler represents what America did best in 1970: big, comfortable sedans.

Newport Custom trim level was one up from the entry-level Newport.



Gauges limited to speedo’, gas and alternator.





Ian Allan Motors, Sandhills Lane, Virginia Water, Surrey GU25 4BT

Family owned business since 1976.

The only fully Authorised Cadillac, Corvette & Camaro Sales & Aftersales Dealer in UK

We currently have Cadillac Escalade and Corvette Stingray Demonstrators available.



All new cars come with a 3 years / 60000 miles warranty.
Aftersales can interrogate the GM vehicle database for any recall work.

WE SELL USED CARS AND ARE LOOKING FOR STOCK TO RETAIL

All warranty work along with MOT & Servicing undertaken.
Full Parts availability for delivery anywhere.

01344 842801 sales@ianallanmotors.co.uk
www.ianallanmotors.com

CLASSIC 1960s MUSTANG IMPORTERS & RESTORERS

The Mustang



Specialist



VEHICLES FOR SALE

1968 MUSTANG FASTBACK 302CI 'J' CODE GT

4 Speed manual. Very rare factory 'J' code (the engine used in the Shelby 350GT) in factory Raven black on Red interior. This stunning example also boasts factory GT pack and 4 speed manual transmission. A very rare collectors classic Mustang and not to be missed!

£50,000



1966 Mustang Convertible 289ci
4 Speed Manual. Black Pony Deluxe Interior, Power top, GT options, Magnum 50 Wheels, Stunning new paint and chrome. A really exceptional example fresh in from Florida- £29,995



1966 Mustang Coupe 289ci Auto, Wimbledon white, Black interior, A really original Texas survivor. Never restored and really lovely condition
£14,995



1968 Mustang Convertible 289ci Auto. Candy Apple Red with red interior and white power top. Genuine Californian dry state car, many upgrades and improvements this year including high end stereo, immobiliser, power upgrade with stainless exhaust, bare metal respray - **£34,995**



1967 Mustang Convertible 302ci
4 Speed Manual. Triple Black paint, Deluxe aluminium interior, many GT refinements, new Air con, stunning Texas car
£29,995



1966 Mustang Fastback 289ci Auto. Springtime Yellow, parchment interior, A/C, PAS, original Californian car. Unbelievable original condition
£29,995



1966 Mustang Coupe 289ci Auto, Dark Ivy Green, Black Vinyl Top, New Black Interior, Hippo power heads, Fast Road Cam, Magnaflow Exhaust, 4 Wheel Disc Brakes, Bullitt Wheels, stunning condition.
£19,995



1966 Mustang Coupe 289ci Auto, Sahara Gold, Matching Interior, Power Steering, Air Conditioning, Centre Console, Very original stunning unrestored condition. **£14,995**

CALL: **01753 650909** MOBILE: **07831 231176**
EMAIL: **CONTACTUS@THEMUSTANGSPECIALIST.COM**

WWW.THEMUSTANGSPECIALIST.COM
FONTAIN MOTORS LTD, 9 HIGH STREET IVER, BUCKS SL0 9ND

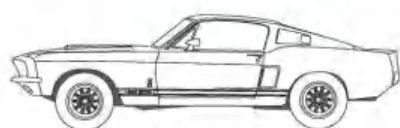


"Hello, I just wanted to give praise to your company and the great job you do. In a world that seems to lack in customer service, as well as a complete business plan, your company is head and shoulders above the rest. Being a long time car restorer, tech advisor and a shop supervisor, it is a pleasure to deal with a company of your quality. Through the years I have tried other companies but your company is the best... Once again thanks for providing a great service to the car hobby."

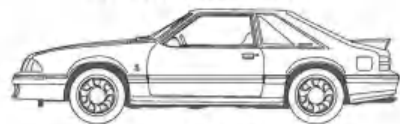
Brent B. – Iowa

Make your dream happen.

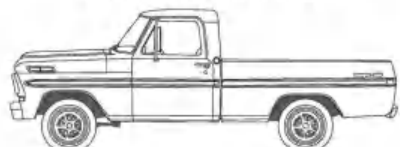
- 4 LOCATIONS NATIONWIDE • HUGE IN-STOCK INVENTORIES
- 24/7 PHONE SUPPORT • LOW SHIPPING RATES



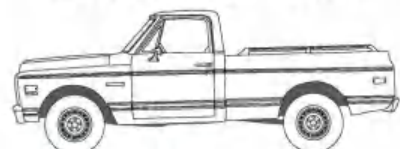
65-73 MUSTANG



79-93 MUSTANG



48-96 F-SERIES TRUCK

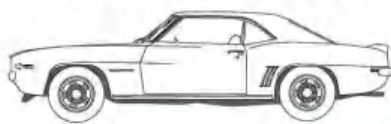


47-98 CHEVROLET
C/K - 1/2 TON TRUCK

COMING SOON
94-04 MUSTANG
67-73 COUGAR
CATALOGS



66-96 FORD BRONCO

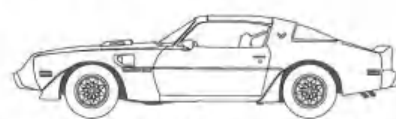


67-81 CAMARO

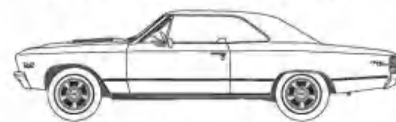


FREE
Parts Catalogs Call 24/7
800-874-7595

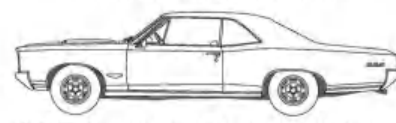
NPD
NATIONAL PARTS DEPOT



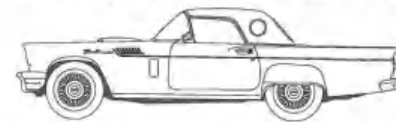
67-81 FIREBIRD / TRANS AM



64-87 CHEVELLE
MALIBU / EL CAMINO



64-72 GTO / TEMPEST / LEMANS



55-57 THUNDERBIRD

40
YEARS
Restoring
American
History
Since
1976.



Restoration/Performance Parts & Accessories

VISIT US AT **WWW.NATIONALPARTSDEPOT.COM**

4 LOCATIONS
WALK IN HOURS
Mon.-Fri. 8am-7pm
Sat.-Sun. 9am-5pm

FLORIDA DEPOT
800-874-7595
900 SW 38th Ave
Ocala, FL 34474

MICHIGAN DEPOT
800-521-6104
2435 S Haggerty Rd
Canton, MI 48188

N CAROLINA DEPOT
800-368-6451
7000 MacFarlane Blvd
Charlotte, NC 28262

CALIFORNIA DEPOT
800-235-3445
1376 Walter St #1
Ventura, CA 93003

Copyright © 2016 by National Parts Depot, All Rights Reserved

★ Buying your first ★ AMERICAN | = Classic = |

There are few more exciting moments than being handed the keys to your own American classic, but getting there can be a daunting experience. If you're new to the market, check out these helpful tips...

Words: Nigel Boothman Illustrations: Des Penny

Buying your first American classic can require courage. It shouldn't be any harder than handing over a few quid for an old hatchback, yet the size and unfamiliarity of the cars can make it seem a more intimidating experience than it should be. We can help. Read these pages and you'll find lots of basic advice that applies equally to cars and small trucks made anywhere between 1945 and 1985. What was the Boy Scouts' motto again? Oh yeah...be prepared!

The basics What to buy

Most of us buy our first American car because we've fallen for a particular make or model, or a famous shape from the world of film, TV or music. And that's fine – it's supposed to be all about passion – but if you're totally new to the ownership of classic cars, American or otherwise, we might start with a few suggestions.

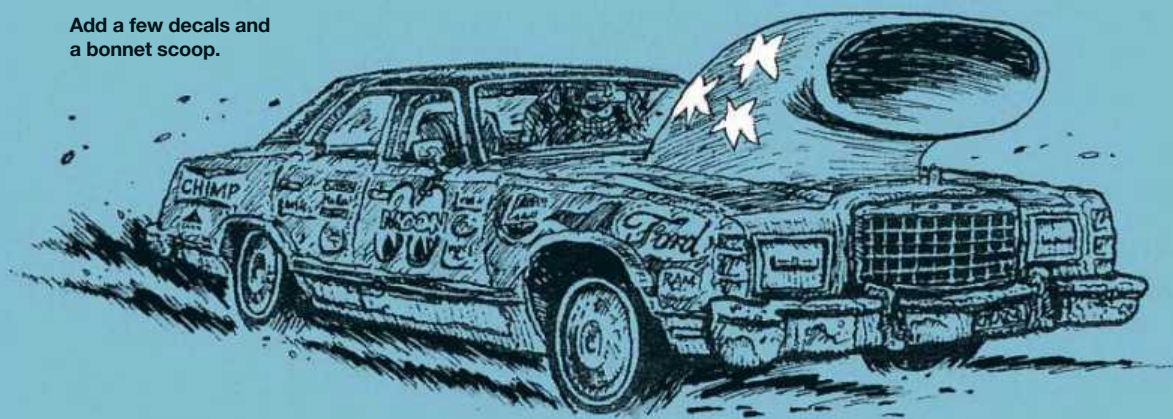
There are good reasons to stick to the most famous and popular models. The 1964-1973 Ford Mustangs, 1955-'57 Chevrolets, 1959 and 1960 Cadillacs, Corvettes of almost any age and classic muscle cars like the Dodge Charger and Challenger, Plymouth Road Runner or Pontiac GTO are all well-supported by clubs and specialists, but should also prove easy to sell again when the time comes to move on.

Most of these models are not the cheapest way into the hobby, though you can still find notch-back Mustangs in nice condition for less than £15,000 and late Seventies and Eighties Corvettes for even less. If you don't mind something a little less familiar, consider four-door sedans from the Sixties and Seventies, still turning up in appealingly original condition, with bags of presence and V8 power, but only four-figure price tags. Once you've fixed on a car you fancy, don't assume that the first example you find will be the right one. Here's what you need to consider.

Firstly, you don't want a restoration project. An apparently straightforward fixer-upper is usually anything but. If you like a bit of DIY garage time, you'll find plenty to tinker with on a nice, road-ready example. If you think a project is all you can afford, reassess your approach. A loan to make up the difference could be a better idea than spending heaps fixing a cheaper car and waiting years before getting to drive it.

Secondly, be prepared to compromise on the details. Condition and care by the previous owner conquers any combination of desirable colours or options. If you find a beautiful Wimbledon White '65 Mustang convertible being sold by a friendly, reputable dealer at a fair price, don't walk away from it because you'd really prefer Rangoon Red. The best cars hold their value (or more likely, appreciate) and are easy to sell or trade in when your dream car does appear. In the meantime you'll have a fabulous classic to enjoy. >>

Add a few decals and a bonnet scoop.



Where to buy

We'd stick to the UK. Yes, *Classic American* is full of cars imported from the US by happy owners, but it's an extra level of stress and complication you don't need as a first-timer. There are several excellent dealer-importers over here who can offer a range of interesting cars fresh off the boat, but let them take care of the paperwork first. Keep it simple – buy a UK registered car with a VSC and an MoT.

People selling cars use every avenue open to them, so whether you've seen a car on eBay, a classified listings site, a post on social media or an advert in *Classic American*, the next consideration is whether to go private or stick to dealers. You may not have that choice – when the right car turns up, you should investigate further regardless of the source. The advantages of buying from a well-known dealer are clear: choice, quality, expert advice and most important of all, the dealer will help if something goes wrong with the car in the period after sale. However, this is often an informal arrangement. If you want a cast-iron guarantee, you'll have to pay extra.

When you're more familiar with the cars and the issues they bring with them, you can try to find keener prices from private sellers, but bear in mind a couple of final points – cheap cars are cheap for a reason, and very few dealers bother trying to sell bad cars. They're tricky to shift in the first place and when they do find a buyer the resulting hassle and cost of correcting faults is the last thing the dealer wants.

How to buy

Be patient. Whatever you're after, your chances of comparing several similar examples in a few days are slim. Instead, put the word out and put the hours in – not just scouring the internet classifieds or the classic motoring press but on social media and via relevant car clubs too. Make sure you drive or at least ride in a minimum of two examples to develop an idea of how they should feel.

For MoT-exempt pre-1960 models, insist on an independent MoT-type inspection before sale. Outward condition is no guarantee of good maintenance or mechanical safety. If the section of this guide dealing with assessment of the car fills you with dread, employ an independent assessor to check the car over and give you a full written report, usually including a suggestion of a fair price. At £250 to £300 this is some of the wisest money you'll ever spend, and it's even more strongly recommended if you're taking out a loan to buy a car or stumping up your pension pot. You may not be in it to make money, but there's nothing wrong with protecting your investment. Type 'classic car assessors' into Google.

It's up to you to assess the person offering the car – do you trust them to have looked after it? Do they know it inside out? Is it even theirs? Never buy a car from someone selling it on behalf of someone else. If you can't meet and speak to the person whose name is on the VSC, be very suspicious.

It's up to you to assess the person offering the car – do you trust them to have looked after it?



The exception to this rule is when a dealer is selling on commission; marketing and selling someone's car on their behalf in exchange for a percentage of the price. This is common enough, but be very clear about the kind of 'comeback' you might have if all is not well after the sale. If the dealer offers the same undertakings he would with a car from his own stock, all well and good. If not, be cautious and ask to meet the actual owner.

Pick-ups and pitfalls

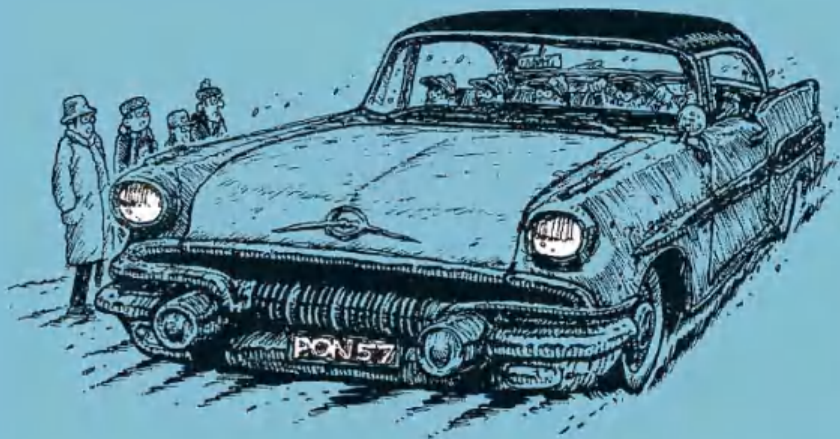
Set your heart on a pick-up? There are one or two things to be aware of. Those from the Forties, Fifties and even Sixties can seem very crude and agricultural to drive when compared with cars of the same era, so try to get behind the wheel and consider the kind of use you want to get from it.

In some ways they're easier to assess than cars: the bodies are simple, there's less fancy trim and not so much chrome. Where it gets trickier is with customised or modernised trucks. One common tactic is to transplant the engine, transmission, steering and front suspension from something cheap and modern-ish, like a 20-year-old Camaro. If done well, this can make old trucks far easier and nicer to drive, but here you're into judging the quality of the work, not just the condition of the truck.

Value is also hard to assess... candy-apple paint and a 350cu in V8 doesn't make it worth an automatic £20k, especially if it crashes over potholes and steers like a canal boat. It's another example of a good time to order a professional inspection or engineer's report.

Check the exhaust for clouds of oily blue smoke on start up.





The size and unfamiliarity of the cars can make it seem a more intimidating experience than it should be.

Assessing the car

An in-depth listing of all the faults you could encounter in old cars would be pretty lengthy. What we'll tackle here are some common, basic signs that all is not well. If you're prepared to do some simple hands-on checks in the engine bay and have a crawl under the car, you can soon weed out serious problems – or better still, reassure yourself that there aren't any.

Checking over body, chassis and trim

Serious corrosion on the exterior panels like the roof, bonnet, boot lid and wings is pretty obvious and isn't really something you should tolerate. If those areas are okay, move on to check the sills and floorpan, the rear quarters and the front bulkhead or firewall. The sills and floor maintain the body's stiffness but also catch most of the stone chips, salt and water and hence are the most common places to find corrosion. You may need to lift carpets (if they're damp, expect the worst) or get under the car. Don't poke with a sharp screwdriver – vendors get understandably cross about this – but if you can poke holes with the blunt end of a pencil or worse still, your finger, walk away. Where you've found a little, there will often be plenty more.

The same goes for the rear quarters and front bulkhead, but here the rot can be harder to find. Open the boot and look inside (check the boot floor while you're at it) around the metal above the rear wheels and inside that rear wing/firewall junction under the edges of the rear windscreen. At the front, try to feel up behind the dashboard for damp or for flaking rust – are there any flakes in the front footwells? Look in the engine bay, right up under the valance area under the screen, all the way across. Finally, if the car has front suspension with top mounts in the inner wings, visible in the engine bay, beware of any rust or ugly repairs to this area.

Check the quality of the paint and chrome. Both are tremendously expensive to have properly redone, so a sound car with peeling chrome and ugly, orange-peel paint should be passed up unless offered at a rock-bottom price. For some reason the typical American respray seen on restored or smartened-up classics falls well below the standards UK enthusiasts expect. Therefore check recent imports...you might be surprised how much worse they look in real life than in photos.



Don't poke with a sharp screwdriver, vendors get understandably cross about this.

Now look inside. Parts supply is famously excellent for many American classics, but where it can fall down is rare fabrics, switches, handles and gauges. Worn carpets are rarely a deal-breaker, but ripped seats, missing mirrors, holey headlinings and dud dashboards are all signs of a hard life and the cost to replace or repair them can be stinging. If you're buying a convertible, start with a back issue of our CA266/June 2013 magazine for a specific guide to ragtops, but common sense will get you a long way – the roof must rise and fall smoothly, it must not be ripped or tatty. Replacing one is a big bill.

A quick word about tyres: it's not the level of tread wear that matters, it's the age of the tyre. Every tyre has a date stamp on the sidewall and many little-used classics will be running around today with tyres 10 and 15 years old. Industry advice is to use nothing older than five years and is arguably most applicable to large, heavy cars like American classics. Look for a four-digit code on the sidewall, say 3005. The first two digits are the week of manufacture, the second two, the year, making this one the 30th week of 2005 and ripe for replacement. A three digit code dates from before the year 2000 and indicates the tyres should be binned ASAP. >>

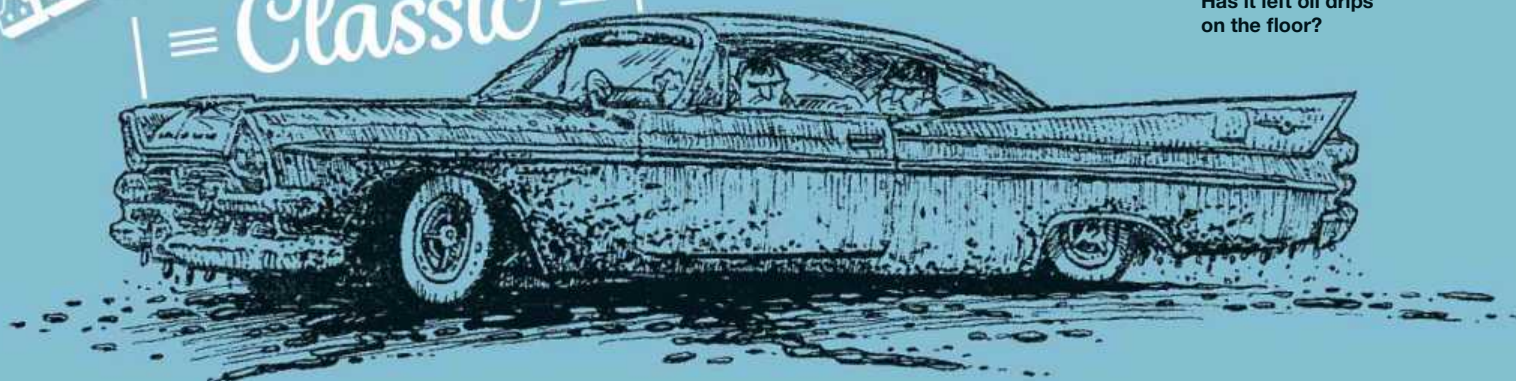


Firstly you don't want a restoration project.



★ Buying your first ★ AMERICAN = Classic =

Has it left oil drips on the floor?



Muscle – is it all it seems?

Classic muscle cars suffer from imitation. This can be innocent enough: an owner is free to tune a shopping-spec V8 with a better carb and camshaft, then add a few decals and a bonnet scoop, mimicking a desirable special edition. But clones can also be deliberately misrepresented as the real thing, or accidentally represented as the real thing by a subsequent owner who swallowed a dodgy history and now thinks he has a genuine Boss Mustang.

Be extra vigilant if a car has been through a recent restoration and apply some common sense: if the rear seat looks original but the bucket seats and centre console look new, what was there before? If the VIN plate is new, or old but held on with screws or brand-new pop rivets, ask the vendor why.

There are really two issues here: unhappy cases of fraud that require expert advice to eliminate, and estimating the value of uprated base models. The second issue is tricky, but remember that originality is massively sought after and even a highly accurate clone of a rare muscle car will never approach the value of the real thing. What are those looks and that performance worth to you?

If you have any doubt about claimed authenticity, find a marque or model expert like *Classic American's* Tony Oksien, our tame Mopar man. Often, they will know the individual car in question and provide a quick answer. If not, they'll be able to check out even the subtlest clues.

The oily bits – and the test drive

You can tell a reasonable amount about an engine before it's even started. Has it left oil drips on the floor? Can you see oil-spattered areas in the engine bay, suggesting a leak? Remove the dipstick and look at the oil carefully. If the car is well maintained it should be up to the level and relatively clean. It should not be coal-black, sticky and barely touching the bottom of the stick. Neither should it be a cloudy mid-brown, with a mayonnaise-like texture – this implies oil and water are mixing and a head gasket is on the way out. If you see tiny, glittering metal particles, something is seriously wrong.

Next, and only if the engine is cool, remove the radiator cap. If there's any of that mayo-like substance, you know why. Likewise, be wary if the coolant is cloudy, brown or smells of exhaust smoke rather than antifreeze. It should be clear, bright and usually bluish in colour.

Check the condition of the drive belts and coolant hoses. The belts should not be slack, cracked or perished and the hoses should also be flexible and showing no signs of being swollen. Automatic transmission fluid is often checked with the engine running – find out what's right for this car – and look for clean, reddish-pink oil at the right level.

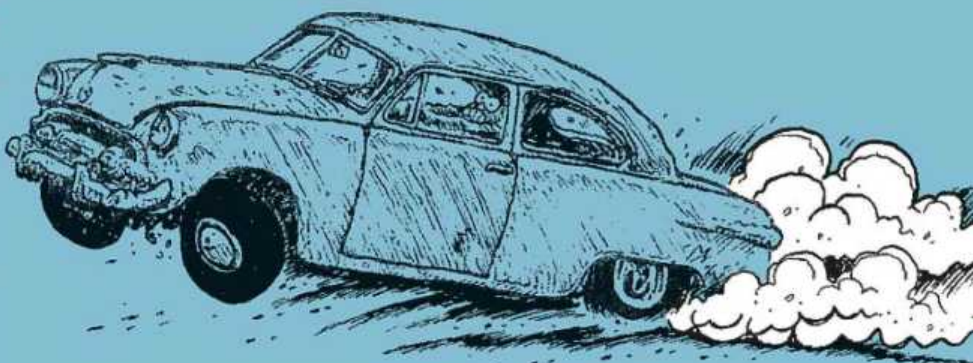
Listen for any untoward noises (rumbles from the bottom of the engine, taps, slaps or knocks from the top end) and then check the exhaust for clouds of oily blue smoke on start-up or when the engine is revved hard. When you go for a test drive – and you must, so check the vendor is prepared for this before your visit – you have a lot to think about. Relax and let any faults suggest themselves to you. No car can be excused if it won't drive or stop in a straight line while every gearbox, manual or auto, should change smoothly both up and down.

Try to find a fast road and take the car to 60mph or so – does it feel stable, can you see yourself covering the miles in this? Take your time and check every switch and dash control. Some items like electric windows are just a bargaining point if they don't work. Others, like non-functioning lights or an inadequate fan and heater for demisting, are a serious safety issue.

The bargain

We can't teach you how to haggle but we can tell you that almost every vendor is expecting to get less than they're asking. Keep it friendly and explain why you think the car's worth a little less than it's advertised for. When you do agree a price, insist on a written and signed receipt, not just for the sale but for any deposit you're asked to leave before final payment and collection. When the sale is complete, make sure you fill in the V5C, make an online application for road tax (free for cars more than 40 years old, but still necessary) and sort the insurance before you set off on that triumphant trip home. Good luck! ★

Take the car to 60mph or so, does it feel stable?





Route 66 is the quintessential American road trip. No other road has captured the imagination and the essence of the American spirit.

Since 1926, driving Route 66 has been the experience of a lifetime for travellers, adventurers, desperados and dreamers. While officially Route 66 no longer exists, a great deal of it remains and can be driven and enjoyed. This tour will take you on a memorable journey through eight states from Chicago to Los Angeles.

**CHOOSE FROM STANDARD CAR HIRE (INCLUDED IN TOUR COST)
A CLASSIC AMERICAN CAR HIRE OR SHIP YOUR OWN CAR TO THE USA**

Our tour price includes; 20 days mid-size car hire (Toyota Corolla or similar) 4 door, Automatic Transmission, including; Unlimited Mileage, CDW Collision Damage Waiver, All Sales & State Taxes, Airport & CFC Fees, Initial Tank of Fuel, One Additional Driver, Mechanical/Breakdown Assistance. **Upgrades** - to a Large Car (Ford Fusion or similar) approx. £80, Crossover approx. £240 - subject to availability at the time of booking.



If hiring a Classic American Car for your drive on Route 66 is on your bucket list, we may just be able to help you make your dream come true.

We work with several companies who specialise in hiring American Classics that have been retrofitted for long distance travel. Cars include; 1961 Cadillac, 1965 Cadillac, 1966 Mustang, 1965 Mustang, and 1969 Buick. *Classic Car Hire is considerably more expensive and cars are subject to availability at the time of booking.*



**17th September to 8th October 2016
22 Days from £2395.00 Per Person**

JUST LOOK AT WHAT'S INCLUDED

- Direct Economy class flights from London to Chicago and Los Angeles to London (other airports and upgrades available on request)
- 20 Days Mid-Size Car Hire (Toyota Corolla or similar) with Unlimited mileage, Collision Damage Waiver, All Taxes, Airport fees, Additional Driver, Mechanical Breakdown Assistance
- 20 Nights Best Western Hotel Accommodation (except The View Hotel, Monument Valley) - 2 Nights Chicago, 1 Night Springfield IL, 2 Nights St Louis, 1 Night Springfield MO, 1 Night Oklahoma City, 1 Night Amarillo, 1 Night Tucumari, 2 Nights Albuquerque, 1 Night Gallup, 1 Night Monument Valley, 2 Nights Grand Canyon, 3 Nights Las Vegas, and 2 Nights Santa Monica
- Complimentary Car Parking at All Hotels
- Detailed Road Book featuring: Maps, Route 66 Drives & Attractions
- EZ66 Route 66 Guide Book
- Commemorative Route 66 Tour Rally Plate
- Special Route 66 T-Shirt & Baseball Cap

MONTEREY CLASSIC CAR WEEK



Every year in mid-August, classic car enthusiasts gather in Monterey, Pebble Beach and Carmel for a series of automobile events including the most prestigious Concours d'Elegance. The annual classic, sports, and collectors car extravaganza on the Monterey Peninsula in California in mid-August has many names but Monterey Classic Car Week sums it up perfectly, even if the name is not official.

Monterey events include; Pebble Beach Concours d'Elegance, Quail Lodge's Motorsports Gathering, Rolex Monterey Motorsports Reunion, Legends of the Autobahn, Concorso Italiano and the Concours d'LeMons for the ugliest cars and "worst in show". Of the classic car auctions scheduled during the Monterey Classic Car Week, the most prestigious ones do charge an admission to see the cars and the auctions but visitors can often see the cars before, during, and after the auction in the relevant hotel parking lots.



**10 Days, 9 Nights
14th to 23rd August 2016**

Prices from £1995 - £2995.00 Per Person

JUST LOOK AT WHAT'S INCLUDED

- Return economy class flights from London to San Francisco
- 8 Days Mid-Size Car Hire (Toyota Corolla or similar)
- 8 Nights Accommodation including Breakfast at some hotels
- Car Parking at All Hotels ■ Detailed Road Book ■ Tour Rally Plate
- Commemorative Tour Polo Shirt & Baseball Cap

**CALL US FOR FURTHER DETAILS ☎ 01732 879153
or see our website - www.sceniccartours.com**



**CLASSIC
AMERICAN**



BACK ISSUES

Whether it's recent releases or vintage copies, step back in time and browse through the ages with the *Classic American* back issue collection.

MORE THAN 250 ISSUES AVAILABLE TO ORDER TODAY AT CLASSIC MAGAZINES.



APRIL 2015 - 288
■ '74 Ford Torino & '73 Ford Galaxie
■ 1964 Pontiac Grand Prix



MAY 2015 - 289
■ Elvis Presley's '77 Cadillac Seville
■ 1963 Oldsmobile 88



JUNE 2015 - 290
■ 1937 McLaughlin Buick Special
■ 1956 Continental Mark II



**Convertible
JULY 2015 - 291**
■ 1966 Mercury Park Lane
■ 1968 Mustang Shelby GT350



AUGUST 2015 - 292
■ 1968 Buick Skylark
■ 1970 Chevrolet Camaro SS



SEPTEMBER 2015 - 293
■ Top 80's American Cars
■ 1987 Chevrolet Camaro IROC Z



OCTOBER 2015 - 294
■ 1964 Ford Falcon Sprint
■ 1966 Cadillac Eldorado



NOVEMBER 2015 - 295
■ Picking the perfect Mustang
■ Packard V12: Pre-War Pre Eminence

OTHER ISSUES ALSO AVAILABLE - ORDER YOUR BACK ISSUES NOW!

December 2014, November 2014, October 2014, September 2014, August 2014, July 2014, June 2014, May 2014, April 2014, March 2014, February 2014, January 2014, December 2013, November 2013, October 2013, September 2013, August 2013, July 2013 - stretching back until Summer 1995!

2 EASY WAYS TO ORDER

CALL: 01507 529529 ONLINE SHOP: www.classicmagazines.co.uk

01252 515750 **NAMCO American MOTOR CO.** 01252 515750

AUTO SERVICE. PARTS. REPAIRS

SPECIAL

Service, Repair & MOT Work
 Engine Rebuilds, Transmission Repair
 Hot Rod Construction & Custom Fabrication
 Engine, Chassis, Suspension & Steering Upgrades

107 Park Road, Farnborough, Hants, GU14 6LP.
 Mon-fri 8.30-5.30 Sat 9.00-1.30

PERFORMANCE PARTS FOR ALL AMERICAN CARS

HAUSER
Racing

UK distributors of

Hoosier
 RACING TIRE



**CALL FOR PRICES AND
 PRODUCT INFORMATION**

Tel: 01933 682500

www.hauserracing.com info@hauserracing.com
 101A, Irthlingborough Road, Finedon, Northants, NN9 5EJ

 **GOLDEN CHARIOTS**
 Specialist Vehicle Importers & Exporters



Call Us On 01902 790797
 Seven Days a Week 9 am Till 9 pm (GMT)

- Importing
- Exporting
- Marine Insurance
- Vehicle Collections
- Roll On Roll Off
- Containerised
- IVA/SVA's
- Vehicle Inspections
- Same Day Payments to Sellers via Wire Transfer or PayPal




UK Customs are now accepting applications for reduced VAT (5%) & 0% Duty on a wide range of vehicles over 30 years old.

We Ship:

- Cars
- PickUps
- Caravans
- RV's
- 5th Wheelers
- Motorbikes
- Boats
- Aeroplanes
- Helicopters

Respect has to be earned, we like to think we deserve our excellent professional reputation hard won over many years shipping vehicles from the USA.

 www.facebook.com/goldenchariotsltd

Tel: 01902 790797
 Email: info@goldenchariots.com
www.goldenchariots.com



Scan Me

HALF AS GOOD AGAIN?

Ford introduced the Galaxie and Falcon fastbacks halfway through 1963. In 500XL trim, this version of the Galaxie has always been the one to have... let's find out why.

1963 ½ Ford Galaxie 500XL

Words: Nigel Boothman
Photographs: Ian Shipley

What does your typical fan of America's blue-oval products have in his garage? Maybe a Bullitt poster, a dismantled Cleveland or Windsor small block, or a sign on the door saying 'Ford Parking Only.' Almost certainly not half a dozen classic Cadillacs. Nevertheless, that's what keeps this scarlet Galaxie company in Nick Stratta's collection over in Ireland. Nick moved there a few years ago from England and has settled in County Meath, about 45 minutes west of Dublin. The Galaxie is his only Ford, indeed his only non-Cadillac – including the daily driver.

"I like American cars, and particularly Cadillacs," says Nick. "I don't have a German, British, Japanese or Korean car in the stable – everything's American. I use a '93 Fleetwood Brougham as my everyday car...If you like 'em, drive 'em!" He also gets a lot of use from a '65 convertible, but there's more. A '62 Coupe de Ville in yellow may soon be making way for something else, because Nick's looking for a blue-and-white 1956 Eldorado Seville. In the meantime, there's also a '68 Fleetwood in Arctic Blue, a '63 Sedan de Ville four-window, pillarless, and in the past there's been a '67 Chrysler wagon used for drag racing and a few Lincolns too. The point of all this is to suggest that it would take a pretty special Ford to tempt Nick away from the lap of luxury. So what happened? >>





"I've actually been keen on Galaxies for ages," says Nick. "My infatuation began watching them in historic racing in the early Nineties. There's nothing else quite like that shape. But it has to come with the big-block motor and four-speed transmission." With such specific demands for his dream Ford, it's not surprising that Nick had to wait. But a few years back, when he'd been enjoying some GM luxury for a little while, he had a chance to buy a white '63½ Galaxie fastback from Nick Smith of Dixie Autos in Guildford, Surrey, and he snapped it up.

"It came to Ireland with me and I enjoyed owning it, but then another one came on to the market for a very sad reason. It was owned by a friend of mine called Pete, who succumbed to cancer, and who had owned it for 15 or 20 years. I sold the white car to a friend over here and bought Pete's car." The specification was basically the same, but the new car was red with white stripes. It's liveried in tribute to John Willment's racing colours, seen of course on Galaxies raced in the UK right back when they were new. The white car, which is the only other '63½ fastback Galaxie in Ireland, is liveried with blue stripes in tribute to Fred Lorenzen's NASCAR team. The racing links, about which you can see more in the box-out on page 54, are only half the story though – the 500XL fastback was a special road car in its own right.

Though being a Ford, it wasn't expensive. Despite reputedly being made on the Mercury line (where the upper-crust Galaxie equivalent, the Marauder, was also assembled) for a more careful production, the 500XL fastback only retailed at \$3268. It's no surprise 33,870 of them were sold, even with a close-on \$500 hike in price over the regular 500 V8 fastback, a screaming bargain at \$2783. Little wonder they cracked the 100,000 sales mark for non-XL Galaxie fastbacks in '63, despite the mid-year introduction.



Ford is fitted with factory A/C.



Ford's trademark rocket taillamps.



427 V8 motor.

Genuine buckets with metallicised vinyl - pure Sixties kitsch!



What did the extra half-grand buy you? The most obvious difference was the bucket seat and console interior, and to be fair such a thing was scarce in '63 if you weren't buying an out-and-out sports car. Those eye-catching mouldings that swept around the sides of each seat gave it something of an aeronautical look that was reinforced by the symmetrical circular dials either side of the speedo'.

What sets them apart these days, if we're talking about values and collectability, is of course the engine option. A pretty healthy 4895 examples of the Galaxie were ordered with the 427cu in FE big-block V8 that Ford needed to sell for homologation purposes on track. It's thought that most of these Q-code (410bhp) and R-code (425hp, twin four-barrel) cars were 500s and 500XL fastbacks, but the real top dog was the rare factory lightweight.

Ford decided in mid-'63 to build 200-odd fastbacks with various glass-fibre panels, the 427 engine in NASCAR tune, aluminium bumpers, lightweight Bostrum bucket seats and a minimalist interior. They were very much a track-focused weapon, rather than the luxury muscle machine that the 500XL became, but thanks to the kudos now associated with rarity, you'd need around £100,000 to own one today.

If you still feel the need, but might struggle to fork out that much, or indeed the £50,000 required for any original 427 fastback, Ford was thinking of you way back in '63. It offered a dense web of different engine options, even within the V8s, including the 289cu in, 195bhp small block; the 352cu in, 220bhp X-code; the 390cu in available in either Z-code (300bhp) or P-code (330bhp) form; the 406cu in two very sporty incarnations, either B-code (one four-barrel carb and 385bhp) or G-code (three two-barrels and 405bhp). Tempted to go online shopping with your newly learned Galaxie search terms?



Disc-brakes up front and no power steering make for spirited driving.



Original inspection stickers.



The car you see on these pages runs a fighting-fit 427 with a single four-barrel carb, but a high-lift cam operating solid tappets, while the engine also sports a set of headers. Inside, you'll find a Hurst shifter and a big tachometer mounted on top of the dash. There are no mufflers in the pipes as such, just Cherry Bombs near the back. "Pete, the previous long-term owner, upgraded it sympathetically in various ways," says Nick. "It has disc brakes on the front, which make it a lot safer to use on modern roads and the points ignition is replaced by an electronic system. It handles pretty well – it's stiff, it doesn't lean or wallow into corners and there's no power steering. This does make things harder when you're parking and the lock is not great either, but so what? If we need a pint of milk, we'll go shopping in it."

That should rattle the windows at the supermarket. But don't think all that pent-up aggression is let loose only on trips to fetch groceries. "The car scene in Ireland is pretty healthy," says Nick. "Near me, there's the Kilbeggan show, organised by the Midland American Auto Club and earlier this year I went to the Gowran Festival of Speed. They have a small perimeter track around a horse-race course and I took it in turns with Freddie Hunt, James Hunt's son and now a racing driver, to do some laps in the Galaxie. They had James Hunt's Grand Prix Hesketh there too."

Not only does Nick ensure the car gets seen, it's quite often seen with the only other one of its kind in Ireland. "The owner and I sometimes go to shows together and the cars get driven as they're meant to be. His is also a 427 and has twin four-barrels on an Offenhauser intake, plus side-exit exhausts, so together we can wake a few people up. It's a total change from the kind of motoring I enjoy in the Cadillacs, but that's healthy, isn't it?"...We're not doctors, but it sounds very virtuous to us! >>

"THE 500 COMES FROM THE 500-MILE NASCAR RACES IN WHICH FORD WAS FINDING SUCCESS..."





Side-oilers and success: Galaxies on track

The Galaxie 500's racing heritage is part of its name: the 500 comes from the 500-mile NASCAR races in which Ford was finding success. It was the fast oval stock-car tracks that prompted not just the introduction of the 427cu in engine (hitting the 7.0-litre limit imposed for stock cars and the NHRA's Factory Stock rules,) but also that fastback body, aimed at reducing drag and enabling a higher top speed.

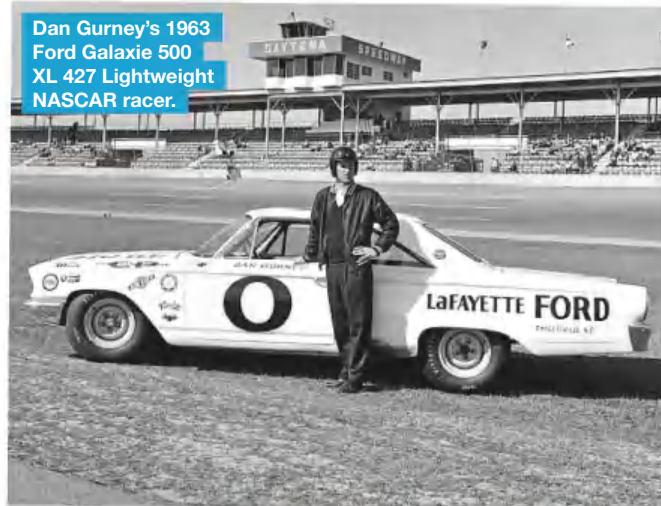
To allow more radical states of tune to last right through a race, the 427 was redesigned with an improved oil supply to the crankshaft and cross-bolted main bearing caps for added rigidity. These 'side-oiler' engines proved extremely competitive, even with the Galaxie's considerable mass to drag around, giving Ford its most successful NASCAR season ever in

1963, with the Daytona 500 among the 23 wins it scored. In 1964, Ford surpassed even this record and won 30 races.

Over in Britain, three 500XL fastbacks made the crowds gape in 1963. They were lightweight cars, commissioned by Ford and prepared by Holman and Moody. John Willment's team ran one for 'Gentleman Jack' Sears who used it to help him win the British Saloon Car Championship. He won three races, but

also used a Lotus Cortina, which was eventually to prove the Galaxie's nemesis. The other cars were owned by Sir Gawaine Baillie and by Alan Brown Racing, who loaned it out for big name drivers like Brabham, Gurney and Jim Clark. Imagine seeing Jim Clark hurling one round Brands on an August Bank Holiday with Graham Hill giving chase in a Mk 2 Jag... ★

Dan Gurney's 1963 Ford Galaxie 500 XL 427 Lightweight NASCAR racer.



Fred Lorenzen, 1964.

Win on Sunday, Sell on Monday worked well for Ford.



Review our portfolio of competition successes in blue chip events like the Daytona and Riverside 500's—you'll see where Ford's total performance comes from. Now try the '64 version: beautifully wrapped in a Super Torque **FORD**. Hundreds of pounds more car than anything else at its price, this '64 Ford is solid, silent, and swift as a rumor in Wall Street.

THE ULTIMATE PERFORMANCE
1964 FORD
FORD
Blue Oval Performance Division

Tel: 01592 873003
Mobile: 07540 165851
Viewing by appointment
Email: g.glen-whr@sky.com
www.kingdomkustoms.co.uk

KINGDOM KUSTOMS



2004 Ford Racing Cobra Supercharged Motor

With Kenne Bell 2.2 Supercharger running proven 680 BHP with option of 780BHP low miles can be heard running £20k build cost. £8500. Also Built T-56 transmission with stage 3 clutch and Spec lightweight billet flywheel and Built 8.8 complete rear axle. Contact us for more info.



1972 Ford Mustang Olympic Sprint 351 V8 Auto Wimbledon

£19,850

White with Grabber Blue very rare Olympic Fastback Ltd Edition engine and transmission have been totally rebuilt and the car is in Show condition, stunning.



1963 Ford Unibody Pickup

£35,000

Show winning Truck Candy paintwork by Lucky 13 Bodyshop. Stroker V8 with Auto transmission power steering power Discs Show with the go to back it up.



1937 Hudson Terraplane 2 door Coupe

£24,850

Straight Six lovely car inside and out.



1949 Packard Eight Fastback

£10,450

Very rare 2 door Fastback, Straight Eight with manual transmission, Stylish Coupe that's on the button.



1953 Packard Clipper Mayfair

£11,950

2 door Coupe whisper quiet straight eight with auto trans we've driven this car all over the country recently, wonderful driving automobile.



1955 Chevrolet Bel-Air sedan 350 V8 Auto Transmission

£8500

Front disc brakes this is a super inexpensive 55 Bel-Air to run and improve at your leisure only.



1955 Packard Four Hundred 2 door Coupe 352 V8 Auto

£14,850

Pillarless Coupe in factory colours, lovely driving car.



1960 Edsel Ranger Sedan V8 Auto

£8950

Original 69k genuine miles, paint sun faded but wonderful original rust free example.



1965 Mercury Parklane Breezeway 390 V8 4V Maurader

£7995

Motor with auto Trans and working Breezeway rear window original patina finish drives like new.



1966 Plymouth Fury III 2 door coupe 337 Stroked V8 Auto

£11,850

That has just been totally rebuilt. Arrow straight no corrosion issues anywhere new front power discs.



1965 Rambler Marlin Fastback 327 HO V8

£12,850

With 4 speed manual transmission, Pillarless coupe in outstanding condition, never welded with beautiful luxury factory interior.



1970 Mercury Cougar XR7 351 V8 Auto

Presently having some refurb. work in floor pan areas carried out please. Contact for more info.



1992 Chevrolet G10 SWB Van V8 Auto

£5450

Working air con, side opening door ideal promo/work vehicle.

Classic cars and parts sourced and imported on order. Call or email with your requirements.
Partners in Texas and Georgia.

Delivery UK mainland up to 350 miles included in advertised price

classic-american



Car Shipping from the USA since 1986

- Specialist Auto Shippers - USA-UK-USA / Australasia / Far East
- Warehouses located across the USA
- Container and RORO services
- USA inland transportation
- UK Customs clearance and advice
- Export container packing
- Marine insurance
- UK delivery service
- Only 5% VAT on most Classics over 30 years



For rates, services and further advice please contact Mark, Stephen or Alan.

Tel 01482 374116

www.kingstownshipping.co.uk • info@kingstownshipping.co.uk

OUTSTANDING VALUE!



Manufacturing reproductions of GM parts since 1982

LARGEST INVENTORY

MANUFACTURER OF THE FINEST QUALITY RESTORATION PARTS!

EXPERT ADVICE WITH BEST-IN-CLASS SERVICE

VALUE-ADDED SAVINGS



ORDER YOUR FREE CATALOG TODAY

CALL TOLL FREE: 1.800.243.8355
ORDER ONLINE: WWW.OPGI.COM

ORIGINAL PARTS GROUP

Sign up at opgi.com to receive the latest offers by email
1770 Saturn Way, Dept CA, Seal Beach, CA 90740
International Orders 562.594.1000 or fax us at 562.594.1050

Rock n Roll Motors

REPAIR AND RESTORATION WORK
TO '50S CHEVY TRUCKS A SPECIALITY



1976
Ford F150
Supercab
460 V8 auto,
MOT, UK reg,
drive away
£9500



1977 Ford
Ranchero
V8
MOT,
UK reg
£6995



1956 Dodge
Panel Van 318
V8 auto, solid,
runs, drives,
UK reg
£8500



1950
Chevrolet
Panel Van
non running
project, UK reg
£6750



1949
Chevrolet
3100
5 window pickup
project, non
runner, UK reg
£5500



1951 Dodge
pickup
solid project,
non runner,
UK reg
£5750



1970
Chevrolet
C20
Custom
350 V8, TH350,
MOT, UK reg,
needs cosmetics
£7995



1951
Chevrolet
5700 COE
runs and drives,
UK reg
£7995

VIEWING BY APPOINTMENT

Other rare pick-ups, panel vans, various makes, models and conditions available, call for more details

Contact details: Tel: Jim 07593187939
or 01506 822878 • Graham 07908189336
Rock 'n' Roll motors, Shed 5, Old Dock,
North Shore Road, Grangemouth



OVER 3,000,000 OWNERS CAN'T BE WRONG...

If you haven't fitted an



ELECTRONIC IGNITION SYSTEM

to your car you are seriously missing out; ask any one of our 3,000,000 worldwide customers who've already replaced their points and condenser

HERE'S HOW THE BREAKERLESS **IGNITOR** WILL TRANSFORM YOUR CAR:

- Easier starting from the high power, low rev spark.
- Better fuel economy and plug life.
- Smoother idling and running at low speeds.
- Unaffected by moisture, oil and dirt.
- Sharper performance from tuned engines.
- Kits available for most popular makes of points distributor.
- Self contained and easy to fit (only two wire to connect).
- From just £75.00 plus VAT.
- Flamethrower coils and plugwires available.
- HEI Distributors.
- Patriot Exhaust Products.
- Phone or write now (stating model, year, etc) to
- 6 Volt and Positive Earth Kits



PERTRONIX EUROPE

1 Compton Place, Surrey Avenue, Camberley, Surrey, GU15 3DX
Tel/Fax: 01276 65554 www.pertronixeuropa.com email:pertronix@tmail.net

AMERICAN RIVIERA

Fred Dicker's beautiful boat-tail 1972 Buick Riviera is a low-mileage original – and that's just how he's going to keep it.

1972 Buick Riviera

Words: Mike Renaut **Photography:** Matt Richardson



Ask almost any enthusiast the attraction of their classic car and the likely answer is the styling. It's the reason Fred Dicker went looking for this 1972 Buick Riviera and it's the main thing people notice today – that and the size. "I was after a Riviera for years," explains Fred, "I saw one at a show and thought it looked fantastic. I looked at two that were too rough then spotted this one on eBay." The Buick was being offered by Ronnie Hux of Mid Atlantic Antique and Collector Car Center in Pennsylvania. "I was the highest bidder, but it didn't reach the reserve, so I made an offer £1000 lower and it was accepted." We won't say what Fred paid, but £ for lb it was a bargain.

"Ronnie was a very honest seller, he sent over 60 photos. A few years back I'd imported a 1957 Studebaker Silver Hawk so I could have brought the Buick over myself, but instead I used ShipMyCar (01908 887917/ www.shipmycar.co.uk) since I didn't want the hassle. The Riviera came in via New Jersey to Milton Keynes in January 2014 where they got it registered and MoTd. I then drove it home in the pouring rain. It was great to drive and the size didn't bother me, having owned a 1960 Oldsmobile 98 in the past, but something wasn't right with the brakes – it stopped okay but there was a graunching noise. It turned out the brake pads were worn down to the metal, which had scored the front discs. I called US Automotive (www.usautomotive.co.uk / 01234 273155) and they had the parts on the shelf, the pads were £18.95, the discs £165 and they arrived the next day for £10 delivery – excellent service."

The Buick was looked after before it left the States. "It arrived with new tyres and all the hoses, cooling pipes and air conditioning parts had been replaced – even all the clips were new." With just 28,000 miles on the clock this suggests the Riviera was stored for a number of years somewhere and everything had simply dried out. "It looks like a warm state car," agrees Fred, "look at the edge of the driver's seat – there's a band across the edge where the material has sun faded. There was no history, but it's completely rust free. I spent hours under it at a friend's workshop (thanks to Serjeants Commercial Vehicle Repairs of Bristol) and the mechanics agree it's solid and original." The Buick wasn't perfect though: "The Emerald Mist Green paint on the roof was peeling so I had it painted Old English White by Simon at Mode Body Craft (01172 959781/www.bristolcarbodyrepair.co.uk). I didn't want a bright white – it would look too harsh. I considered two-toning the body, but now I'm glad I didn't."



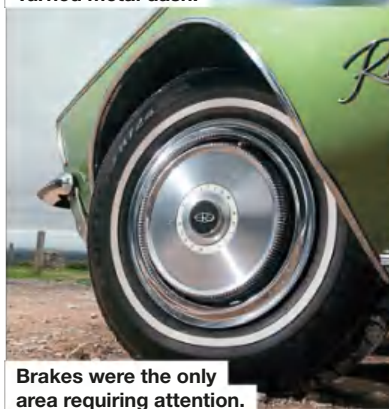
Engine is a four-barrel 455 motor.



Turned metal dash.



Optional A/C is fitted and works.



Brakes were the only area requiring attention.



Die cast egg-crate grille was new for '72.



Motor Trend described the Riv's ride as 'Limousine-like'.



Bigger things

By 1970 the existing Riviera had been in production for five years and sales had dropped from 52,872 in 1969 to 37,336. Fortunately a change was coming. John T Houlihan was part of Jerry Hirschberg's Advanced Buick design studio, and recalls: "Bill Mitchell had long been pushing for a radical design; he loved the opulent sweeping form of Delahayes and Delages." The lines came from a 3/8th model by Don Deharsh. The original boat-tail concept even included a V-shaped windscreen. Hirschberg later called the boat-tail "a mistake. It was slightly eccentric, but so would a Corvette if it were the size of a Cadillac."

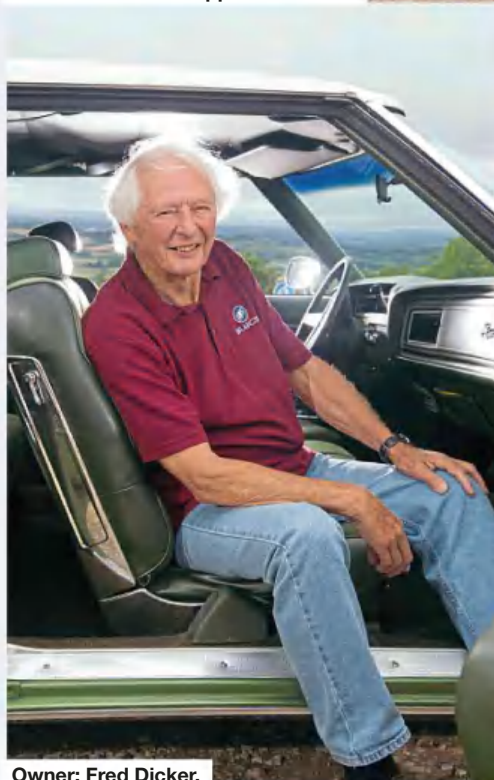
The plan was to use the 112-inch wheelbase Skylark A-body frame, "then," continues Houlihan, "management decided not to fund the necessary tooling for the unique panels and parts and insisted the car be fitted to a 'B' seating package and use all 'B' glass, inners, floor etc. This dictated the shape of the car." Buick management felt, logically, their top-of-the-line car should ride on their best and newest 124-inch wheelbase chassis. "We had to design the Riviera body to include the wide windshield and the front door glass of the LeSabre-sized Buick when we were starting with a much smaller design. This was near disaster for the design concept." The design sketches show some interesting ideas, in one the front grille contains the headlights and wraps around the corner of the front wings – the idea would be partially adopted for the 1973 car. In another drawing the offset rear number plate mounted in the lower edge of the bumper is balanced by a pair of square exhausts pipes on the opposite side.

"The backlight (rear glass) was a very difficult part to make," remembers Houlihan. "We wanted a crease down the middle – a windsplit – but that turned out to be impossible. Glass is the single most difficult, dictating and expensive component in the design and manufacture of a car. They had to heat the glass to near melting then hang it a certain way to allow it to 'flow' into its final shape."

The Riviera was now 79.9 inches wide, although hip room was six inches more generous. Bill Mitchell observed: "It got so wide the speedboat became a tugboat." At least the new frame meant better side impact protection, and the Riv' also shared the Electra's excellent four-link rear suspension. There is more than a suggestion that Mitchell, with his long record of designing beautiful cars (previous Rivieras, most of the Corvettes,) bullied his way into making management accept his boat-tail. It's telling that for 1973 the tail was removed and a flatter rear end applied to the car. Yet looking at the car today it seems well proportioned; it's even been called one of the most beautiful automobiles ever made. >>



Boot lid louvres disappeared for '72.



Owner: Fred Dicker.



In showrooms now

The Riviera was released to the press on September 22, 1970 and was in dealerships on October 3. The car boasted 'tapered rear end styling' and '35 per cent more trunk space'. Much fanfare was made over the optional Max Trac system (costing \$91.37) where sensors on each wheel monitored slippage and fed the information to a computer under the dashboard – if the rear wheels spun more than 10 per cent faster than the fronts it 'modulated the ignition' to provide controlled power to the rears. It was dropped after two years, supposedly because it was incompatible with new emissions equipment.

One styling goof was louvers in the bootlid that were part of the new Full-Flo ventilation system across the whole of GM's full size cars. They often allowed rainwater in, soaking the boot and encouraging rust.

Motor Trend called the '71 they tested "almost a limousine," at \$5290 it was five dollars cheaper than the rival Thunderbird and at 8.4 seconds to 60mph was faster accelerating, although slower over a quarter mile at 16.9sec. Oddly the following year the best they could get was 9.7sec to 60mph. The brakes in particular were found to be excellent.

The 1972 Riviera got a diecast egg crate grille with 'a strong rectangular theme,' curved side mouldings, revised tail-lights and the option of a 60/40 split front seat. The bootlid louvers were gone but a power sunroof was now available. Probably the best option was the GS package, spending just \$200 for the Gran Sport got you a calibrated Turbo Hydramatic transmission, 3.42:1 positive traction diff, heavy-duty suspension, GS badges and bias belted whitewall tyres. Best of all Buick put larger valves and a high-lift camshaft into the 455cu in, boosting output 15bhp to 330bhp.

The '73 Riviera got 5mph impact bumpers (which with other refinements apparently added some 240lb to the cars) a reworked bonnet line and grille, and a softening of the rear boat-tail crease. Most owners reported eight to 11mpg at a time when fuel was getting really expensive and these beautiful cars were soon all but worthless second-hand. Although 726,191 Buicks were built in '73, only 4.7 per cent of them were Rivieras. The new 1974 car had conventional notchback styling and the boat-tail was gone. Buick had been hoping to sell 50,000 Rivs a year but averaged 34,000 – although from 1974 that figure dropped to 20,000 which somewhat vindicates the boat-tail.

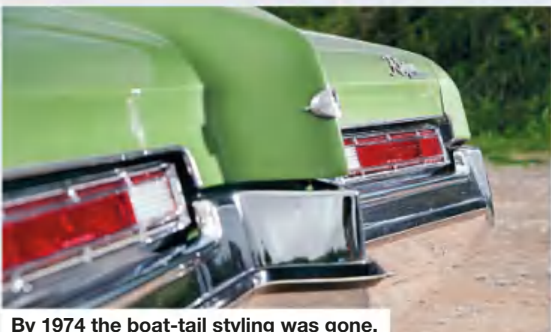


The Riv's optional tinted glass.



With only 29k miles, the Riv is barely run in!





By 1974 the boat-tail styling was gone.

Rivs were considered thirsty even back in the day, with single-digit mpg figures.

Fred's Riviera isn't fully loaded but does have the 60/40 split front seat, air conditioning (costing \$515.73 and it still works), Cruise Master cruise control (\$68.42) "it probably works - I've never tried it," seatbelts front and rear (\$26.32) and tinted glass (\$49.47.) "I think the design was too radical at the time it was new," admits Fred, "but it's a practical car to own now if you don't take it into town. It's more the width than the length - it sticks out of parking spaces into the road and I worry someone will run into it. You also have to remember there's another five inches or so of pointed metal front and rear sticking out beyond the corners. And you bang your head on the side windows if you forget they're curved when you close the door - it's a hard car to climb out of in a narrow garage. I'd only sell it if someone offered a shedload of money and nothing else jumps out as a car I'd swap it for either. There's nothing I'd change except perhaps one day putting on alloy wheels to replace the wheelcovers. It drives beautifully and has been very reliable - of course with 29,000 miles it's barely even run in." ★

"I'D ONLY
SELL IT IF
SOMEONE
OFFERED A
SHEDLOAD
OF MONEY
AND
NOTHING
ELSE JUMPS
OUT AS
A CAR I'D
SWAP IT FOR
EITHER..."

Due South

Fans of police shows might fondly recall the green Buick Riviera that appeared in the offbeat Canadian detective series *Due South*. In the light-hearted drama Detective Ray Vecchio of the Chicago PD was teamed with Canadian Mountie Benton Fraser to solve various crimes in the city and poke gentle fun at the differences between American and Canadian cultures.

Vecchio's green 1972 Riviera (sometimes incorrectly referred to as a '71) was frequently used to good effect in car chases and got destroyed, then replaced, at least once every season. Three exploded in fireballs but at least one of the cars used on screen still exists with an enthusiast. Initially a TV movie, it became a series that ran from 1994 to 1999 and, despite being set in Chicago, was mainly filmed in Toronto.



Due South Riv comes to another fiery end... or does it?!

CHRISTMAS GIFT GUIDE

AMERICAN VEHICLE SERVICES

Trained Technicians & Computer Diagnostics for American Cars, also air-con specialists.



01376 345 399

For more details go to our website: www.avsamericancars.co.uk

We undertake all IVA work for imported cars

10 Benfield Way,
Braintree, Essex
CM7 3YS

CLASSIC AMERICAN



autopanel
paint • panels • parts

Paint Mixing Specialists

Wide range of American Colours - GM, Ford, Chrysler...

Available in 2 pack, base coat and cellulose

AEROSOLS OUR SPECIALITY

Official stockists for Hobbyweld products

0191 492 2525 autopanelnortheast@gmail.com

www.auto-panels.co.uk



Merry Christmas and a
Happy New Year from



U.S. Soft Top Specialist

T: 0333 666 8007 E: sales@carhoodsdirect.co.uk W: carhoodsdirect.co.uk

7.5% OFF

when quoting
discount code 'CLAM'
online

Offer expires
28 February 2016

AMERICAN AUTO CLUB INTERNATIONAL

OPEN NATIONALS

AT THE BILLING AQUADROME
MUSHAMPTON

★ ★ ★ April 15th-17th • June 17th-19th • August 19th-21st ★ ★ ★

www.shipmycar.co.uk

for all your shipping needs



DART
The Corvette People

• Sales • Service • Parts • Repair

www.dartcorvette.net

dart@dartcorvette.com

01732 838551

24 hours fax: 01732 838154 Penhurst Road, Leigh, Tunbridge, Kent TN11 8HL

RUSES
Gas & Welding

01208 264 800



www.rusesgas.co.uk

A leading supplier of
Gas, Abrasives, Grinding,
Cutting & Welding
Consumables



SWP
AIR
PRODUCTS

American 50s and 60s
vinyl jukeboxes
CD and vinyl
reproduction jukeboxes

Call or visit our website
for further details

Terry Lovell

Shop: 01277 363002 Mobile: 07802 343766
Website: www.jukeboxco.com Email: terry@jukeboxco.com
Unit NW2, Central House, High Street, Ongar, Essex CM5 9AF



The Jukebox Company

Your No. 1 Supplier of High Quality
Restored Jukeboxes in the UK

JUKEBOX Shop

01384 424325

www.thejukeboxshop.co.uk

Whether it is a fully restored original or a
brand new CD player, we can supply all
your jukebox needs - Guaranteed!

- Original Restored Classic Jukeboxes
- New CD Jukeboxes
- American Diner Furniture



www.mustangworkshop.co.uk



Servicing, Upgrades
& Award-Winning
Concours
Restorations

TEL: 01256 761991 EMAIL: enquiries@mustangworkshop.co.uk
Vernwood Workshops, Hook, Hampshire RG27 9AB

CLASSIC AMERICAN Christmas

GIFT GUIDE



It's that time of year again! But fear not, *Classic American* has a few ideas for the American car enthusiast, either as inspiration to others, or to ask for yourself, or even to treat yourself... or your car!



1 Racing Driver Car Charger

This clever device means you won't be racing home to charge your devices! With two USB ports you can charge multiple devices at once and hang him from your rear view mirror! The Car Charger is the newest addition to the Electric Jelly range, (£9). For further information visit www.electric-jelly.co.uk

2

Godfather of Socket Sets

If you're looking for a high quality diverse range of tools then Halfords Advanced 200-piece socket and ratchet spanner set is your answer. With a robust carry case and metal clasps, this set includes items for all your everyday jobs. Made from quality chrome vanadium steel, it comes with a no-quibble lifetime guarantee.

£150 available from Halfords stores or see: halfords.com





3 Unique art prints

Richard Bond's American automotive prints make a great addition to a study, bedroom or garage and prices and contact details remain the same, although he can now also offer 'Hi-Way Gas' in a smaller, alternative size. 'Suzy's Diner' fine art lithographic print, limited to 990 copies, image area about 20.5

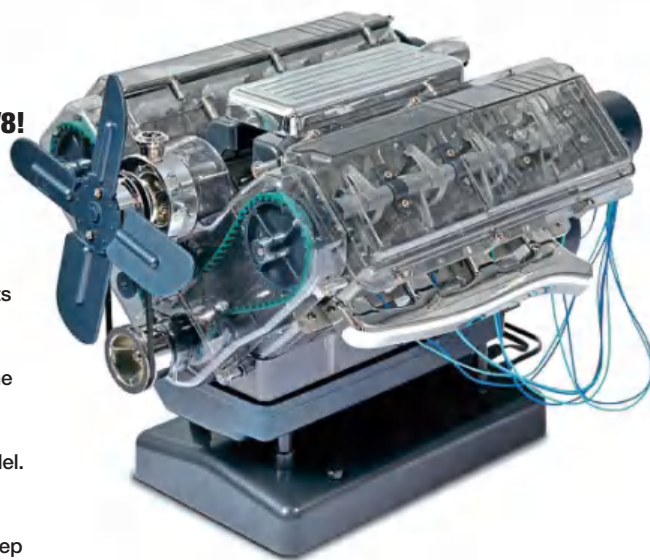
x 28 inches, price £55 (including delivery).

'Hi-Way Gas' fine art Giclee print, limited to only 400 copies, image area about 20.5 x 28 inches and 14.5 x 20 inches, price £95 and £60 for the smaller size (including delivery).

Contact details: rjbond@hotmail.co.uk, tel 01322 410262, mobile 07757 981027.

5 Build your own V8!

A V8 engine for £40? That's got to be a bargain! It is of course a model and is a simplified version designed to be assembled as a fun challenge. It boasts sound and visual effects, including ignition and illuminated spark plugs. The box contains all the parts and tools you'll need to assemble the working model. It comes complete with its very own Haynes Manual, giving you clear step-by-step instructions to guide you through the build process.



Available from Halfords stores or see: www.halfords.com

6 Whiter than White Sidewalls

Bleche-Wite is the perfect product for cleaning if you have Whitewall or raised white letters tyres that have turned yellow or have become discoloured. Just spray on and watch it work, as it brings out all the impurities that have been absorbed by the white natural rubber. This

product also works on blackwall tyres, helping to dissolve brake dust, grease and road film. £18 for 32fl oz in an easy-to-use spray bottle. Available from North Hants Tyres, see www.northhantstyres.com or e-mail: sales@northhantstyres.com or call: 01252 318666.



7 Battery Brain

Avoid battery problems and car theft with the Battery Brain, which is a small device that fits on the positive post of the battery, measuring any voltage drop over time and isolating the battery when it drops to 11.8v. Isolating the battery at 11.8v prevents any further drain occurring but saves enough power after the reconnect to start the engine.

Recently a newer

problem of thefts through reprogramming the key fob on keyless cars has surfaced. Again cars not garaged, but left in the street, are becoming more and more common in these type of thefts with those cars being broken down and shipped abroad within hours! If they had fitted

the BB Type III or Type IV Battery Brain model, they could have used a remote or fixed micro switch as an anti-theft device, switching off the power supply (isolating the battery) when leaving the car, so it cannot be reprogrammed, hot-wired or suffer from any new hi-technical

form of tampering. Prices start from £69.99, for more information see: www.batterybrain.co.uk or call 01675 465 191.



4 Bright Eyes

Travelling with scratched, foggy headlights can not only be unsafe, but can make an otherwise smart, good-looking late model car look pretty awful. Meguiars has come up with this nifty little lens correction kit that's

affordable and easy to use, requiring nothing more than a little elbow grease, and contains everything needed to effectively eliminate light oxidation, general cloudiness and surface scratches and deliver a crystal-clear finish.

The simple three-step Headlight Lens Correction Kit includes a 118ml bottle of Plast-RX, three double-sided sanding discs with four different grits (1800, 2400, 3200 and 4000) a premium Meguiar's microfibre towel and a 28ml sample of Meguiar's Headlight Protectant.

To order call Meguiar's UK Customer Care Team on 0870 241 6696 or by e-mail ukinfo@meguiars.co.uk. Further information on Meguiar's UK can be found at www.meguiars.co.uk



8 Perfect Picnics

The Sakura embroidered 12v Cooler Bag is easy to use. It operates from a 12v cigarette lighter plug, allowing the unit to cool down to 12°C below ambient temperature ensuring dairy products, drinks and salads remain cool and fresh. The zipped compartments keep goods stored safely during transit and it features carry handles and an adjustable shoulder strap. It's not the biggest, but is big enough for six cans and a couple of Tupperware boxes, it also does seem to keep things pretty cool – just don't let it drain your car's battery by leaving it plugged in overnight! **£35 (approx) – order from Amazon (www.amazon.co.uk) or search online.**

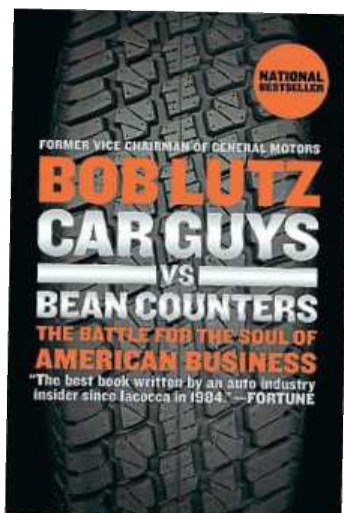


9 Books

Books can be the perfect escape for *Classic American* fans over the winter period. Here's one of the more cerebral publications to cross our desk over the past 12 months. Bob Lutz has arguably had a ringside seat at the spectacle of GM's halcyon days in the Sixties when it was at the top of its game, to its sputtering, catastrophic bankruptcy in 2009.

In some ways, you could argue that the title of the book tells you the whole story and you don't really need to read Lutz's 232-page diatribe against the bean counters that took over from the 'car guys' at GM, ultimately resulting in its spectacular demise... However, according to Lutz it's not as simple as that, with several other factors coming into play. It's a fascinating, in-depth read.

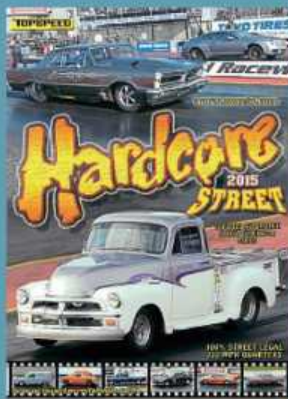
Car Guys
vs Bean
Counters
– Bob
Lutz
(ISBN:
978-1-
59184-
622-2)



DVDs

Christmas and the winter months are the perfect time to hibernate in front of the TV with some great dragstrip action DVDs and relive the previous summer's highpoints. Zeon TV has a fresh batch of just such DVDs and here's our selection of the ones that we reckon will chime with *Classic American* readers – there are others on the website too (www.quartermilehigh.com).

2015 Hardcore Street DVD (2hrs 3mins)



A record-breaking season for the quickest and fastest street-legal, drag racing cars in Europe! They are the Topspeed Automotive Street Eliminator, and this is 'Hardcore Street', the season review DVD that takes you through the whole championship, and into the heart of the action as 2015 saw 200mph, very low seven-second quarter miles from these 100% road legal street-driven cars.

With more teams than ever taking part, the variety and pure entertainment always make Street Eliminator crowd favourites. Feel the raw power and performance from these nitrous injected, twin turbo, super charged and even electric powered cars.

2015 Dragstalgia DVD (1hr 55mins)

Nostalgia drag racing just never gets old – this is Dragstalgia 2015 at Santa Pod Raceway. Three days of awesome entertainment on and off the track under scorching summer sun all packed into one noisy, smoky, wheel-standing, full-action DVD. Now in its fifth year, Dragstalgia is a

must for any drag racing fan. With invited guest classes including Outlaw Anglia, Supercharged Outlaws, Gasser Circus, Wild Bunch, Outlaw Flat Four, Outlaw Street and Super Stock, the track was packed all day, every day.

Also back by popular demand were the Willys Wars cars, with over 20 entrants this year, the NSA bikes – period perfect machines from yesteryear, the Nostalgia Cannonball, with some of Europe's best nostalgia funny cars and altered, and the hugely popular Run What You Brung cars, with crowd favourite cars and dragsters, including Mental Breakdown, Russ Carpenter's Glacier Grenade, Detroit Spinner, California Kid, and the debut of some very special nostalgia front engined dragsters.

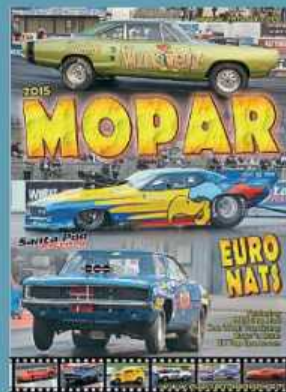


2015 Mopar EuroNats DVD (Code MOP15 1hr 43mins)

If V8s are your thing, then this is the DVD for you. Get up close and personal with hundreds of classic Mopars, Fords, Pontiacs and Chevys as they fry the tyres and pound down the famous quarter mile. The Run What You Brung lanes were full to bursting, with tyre smoke

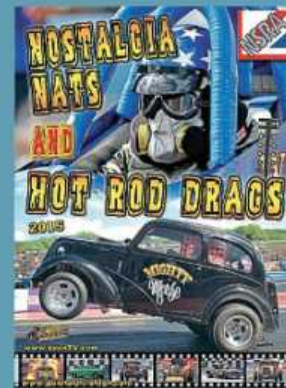
still hanging in the air long after the sun went down.

See Show 'n Shine as never before and soak up the action and excitement at this awesome muscle car event.



2015 NSRA Nostalgia Nats and Hot Rod Drags DVD (1hr 48mins)

Two spectacular events packed into one full-to-bursting DVD. Hot rods, American muscle cars and British classics all descended on Shakespeare County Raceway for two of the must-see hot rod events of the year. Watch this eclectic mix of cars put pedal to the metal on the track, gleam in the show field; see them parked up among the tents on the campground and cruise around the site – taking you back to yesteryear.



DVDs are £14.95 each with £1.50 postage per order (not per DVD) and can be ordered at www.quartermilehigh.com or call 02476 545845.

★★★★ **Classic American Kit** ★★★★★

It's the perfect gift for *Classic American* magazine fans: *Classic American* goodies! We've got everything from T-shirts to binders, to the ultimate: a subscription to *Classic American*. Just think, no more hunting around the shops, with the magazine delivered to your door

virtually a week before it goes on sale, so you get first dibs on *Classic American*'s private classified section.

Not only that, you save over a third on the cover prices and as an exclusive Christmas offer we're throwing in a *Classic American* baseball cap for a limited period.

Who said you couldn't have it all?! To order T-shirts and binders turn to page 35 or to set up a subscription for yourself or a loved one, turn to page 20, or go online at www.classic-american.com or call 01507 529 529 and we'll do it all for you!

Scale Autos Christmas Treats

Christmas is a great time for model kit builders and diecast collectors. The variety and wide variations in prices make them the ideal presents for the family to give and to receive. Prices vary from simple diecasts that youngsters can afford from their pocket money, to expensive limited edition collectables that, in extremis, you can give to yourself. Because you deserve it! Despite the sad lack of traditional model shops almost anything can now be bought online, often with free postage, so let's have a look at what Santa might bring...

1 First up we have the GreenLight Collectibles 'Eleanor', the 1973 vintage Mustang featured in the original *Gone in 60 Seconds* film. The challenge was to steal 48 muscle cars and exotics, a surprisingly easy task for this specialist crew. However, the heist of the final car, the Mustang, goes wrong, leading to one of the cinema's most exciting car chases, through five cities, wrecking over 93 vehicles in the process. It has the black striped bonnet, twin parking lights, chromed wheels and a black interior and retails around £25.

2 Ixo produces a wide range of 1:43rd scale diecast models. This unusual 1960 Ford Ranch Wagon, in two-tone red and white, is superbly finished and while it was released a couple of years ago, you can still find it easily. It's very detailed, with extremely fine chrome trim, thin whitewall tyres, etched metal wipers and minute lettering. Station Wagons are not common model subjects, but are reputed to be the next big thing. Prices vary, but expect to pay around £40.

3 Moebius Models is a relatively new name in the kit world. Their 1956 Chrysler 300B is all new tooling of this iconic early muscle car. Detailed inside and out, this is a great 1:25th scale kit.

4 The evil 1958 Plymouth 'Christine' kit from AMT has been re-released, with original style artwork, moulded in white, with plenty of chrome and vinyl tyres. It was a nice kit first time around. It's good to see her back.

5 For drag race fans, we have the Sox & Martin '67 Plymouth GTX. This car won both the Winter and Spring Nationals in 1968, a feat aided by its 426cu in Hemi V8. The kit provides Keystone mag wheels, vinyl tyres and a sheet of waterslide graphics in glorious colour.

6 Pickups continue to be popular, in full size and model form. Revell's '65 Chevy Stepside is typical of the variety currently available, some 14 in all! A 2-in-1 kit, it has many optional parts, a 283 small block for power, a choice of two sets of wheels and tyres, disc brakes and custom graphics. If you prefer the blue oval, there are at least six Fords to choose from.

7 For hot rodders there's the ex-MPC, ex-Revell, now Monogram 1931 Ford Tudor sedan. An exceptional kit, it has opening doors, detailed interior and engine bay, with a stock or modified 4-cylinder and a choice of wheels and tyres. Build it Sixties style or as a rat rod.

8 If you don't have the time to build a conventional kit why not try a simple diecast one? Hawk Model's 'Extreme Customs Cruisers' feature simple screw-together 1:24th scale diecast bodied kits. Based on a 1941 Willys Woody, the body and, in this case, woodwork, is pre-painted so you can easily assemble the basic model in an evening. Retailing at under £20 they are a good buy. Happy modelling!



we lead others follow :

- International Shipping
- Seafreight / Airfreight
- RoRo & Container
- Customs Clearance
- Marine Insurance
- Transport
- Storage
- Same Day International Payments

tel: 01483 222 256

fax: 01483 224 667

email: autofreight@aol.com

website: www.autofreight.co.uk

Luxurious Spacious People Carrier



Ford Freestar XL 4.2L V6 engine, 201 HP

Super comfy American People Carrier, seven seater. Unique vehicle in the UK, one owner. Made fully compliant with UK standards, has IVA test, Individual Vehicle Approval performed. Left hand drive.

- Leather seats.
- Numeric keypad for door access.
- Factory fitted DVD system
- Wireless headphones and remote control Audio/Video.
- Electric remote operated side doors.
- Electric remote operated tail gate.
- Electric adjusting front seats.

PRICE: £10,000 offers accepted

Contact 07970 416320

BatteryBrain

An ingenious device which attaches to the battery of your vehicle and stops it going flat

No more flat batteries

With Battery Brain

Battery Brain units - available in 12V & 24V - From just £69.99

Type I

Simple - manual re-connect (ideal for classics and cars in storage)

Type III

Dual remote for disconnect & reconnect - anti-theft (ideal for cars parked in the street)

Type IV

Wired switch for disconnect & reconnect - anti-theft (ideal for mild driver vehicles, vans, buses, Police, Fire, Ambulance)

Type HD

Heavy Duty (3000amp) - vans, trucks, coaches (with 60 sec. cab light warning before disconnect)

tel: 01675 465 191

www.batterybrain.co.uk

Dextera UK Ltd, 6, Station Road, Colehill, Birmingham, B46 1HT

Regional Distributors required

Speke Hall Motors

Est. 35 years ago

American Car specialist in the North West

- Servicing
- Engine tune
- Brakes
- Repairs
- Latest computer diagnostics
- Parts
- Family business
- MOT Station on site
- Body repairs
- And Friendly service



Tel: 01514861807

www.spekehallmotors.com

V8 "Engine" Parts- see our Website for many more items!

All prices include vat. Prices subject to change without notice. Correct at 20-08-15. E&OE. Freight extra.

ALTERNATORS



1 wire or 3 wire, Ford or Chevy 100a up to 140a. + Mopar 100a.



Chev 140a fr£171.06

WEIAND INLET MANIFOLDS



Ford & Chevy from £155.60

CHEVY R/COVERS



Billet Spec-fr £80.11pr



PONTIAC Book



Rebuild Pontiac V8 £12.90

CYLINDER HEADS



SBC fr£844.25pr GC

CAMSHAFTS & VALVETRAIN



Cams-std&perf fr-£53.68

SPIRAL-CORE LEADS

Best Available!



Black-Red-Blue-Yellow 8mm- from £67.80

ARP BOLT & STUD KITS-



Many types-Call us

PERFORMANCE LONG-ENGINES

Chev 290bhp
Chev 330bhp
Chev 435bhp
Ford 330bhp
Ford 393bhp



From £2632.06 GC

CRATE ENGINES

various models



example-Ford 302cu in 302 "68-86" £2045.10 GC

SELF TUNING EFI

MSD "Atomic"



>525bhp £2060.76 GC

AFR CYL HEADS



Ford+Chev fr £1269.46 GC

MSD 6AL- Digital

Capacitive Discharge-135-145mj per spark! built in adjustable rev limiter. 530v to coil!



MSD 6AL DIG' £260.71gc

SELF TUNING EFI

Holley



200-400bhp fr£1791.58 GC

CARBURETORS

Holley & Edelbrock



Carbs-from £263.53 GC

MSD IGNITION



Street & Racing in stock, together with MSD boxes etc

Chev HEI "Street Fire" £139.58 GC

Accelerator Pedals

Bulkhead & Floor



Billet-from £97.06

STEERING WHEELS

Billet Specialties 14"

Grey/Red/Black/Tan/Burgundy



Speedway fr£181.59 GC

WIPER MOTORS

-ELECTRIC-convert from vacuum! 2 spd, self parking

1957 Ford in picture-



From £209.34

Building a project, or an engine? Check our website & join our Gold Card Club[£40yr]-SAVE 10%-check exclusions. Over 6000 parts in stock. Owner in this business 40 +years.

REAL STEEL-

Unit 9, Tomo Ind Estate, Packet Boat Lane, Cowley, Middx, UB8 2JP

Tel: 01895 440505 Fax: 01895 422047 E-mail: sales@realsteel.co.uk Web: www.realsteel.co.uk



Words & Photography: Rob Woodall

RADIATOR RECORE

The great thing about our 'Project Pony' Mustang restoration was that it threw up lots of jobs not specific to that particular project; they're things which many and any classic American owners may have to undertake – tasks like recoring your radiator...

Radiator Springs (or more specifically a leak!) may be a pleasant location in the Cars movie, but in the middle of your classic's radiator core it's a most unwelcome sight and it goes without saying that finding it before your engine has done the 'boiling over' routine is preferable. Normally people resign themselves to the inevitable trip to a radiator specialist for this work, however nowadays these are becoming a rare species in our 'throw-away' society.

Tell-tale air bubbles confirm the leak.



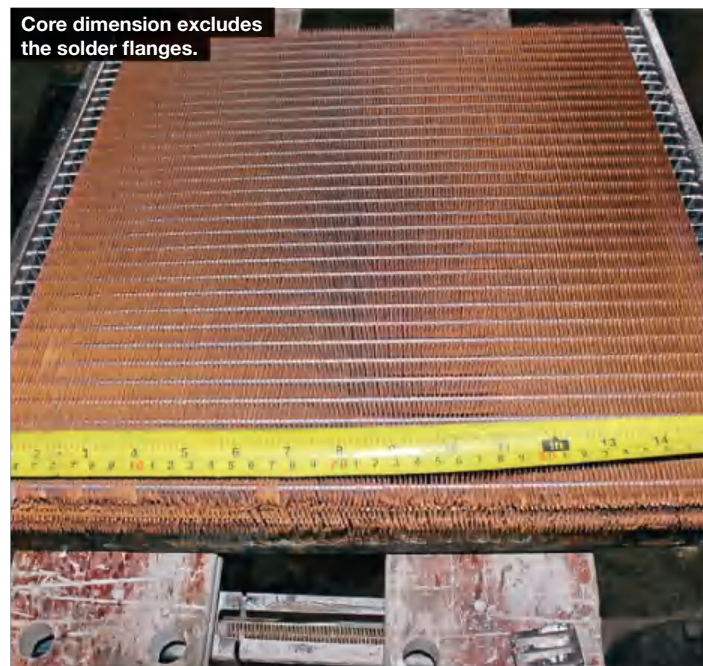
Radiator set up for testing with compressed air.



For a change and based on previous experience of below par repair work, we decided to do this job ourselves. With a bit of online searching we found a supplier who was able to make a new core, to our specifications and measurements, and who didn't insist on a minimum order, an unexpected surprise these days. Following a further conversation we managed to establish what was needed was a 'super gill' three-row item; apparently this design type is used on many older cars, giving that bit of extra cooling. Best of all this core was going to cost under £83 including delivery, which was considerably less than the recore quote of more than £200. >>



The new core, a
"three-row super gill"



Core dimension excludes
the solder flanges.

New core has slightly larger tubes with the
benefit of an offset on the centre row for
better cooling.



The dimension here will determine
how many tubes can be used.



The depth of this radiator can allow for
three rows of tubes which need 45mm.



Work begins, the side plates
are unsoldered first.





Next the bottom tank is unsoldered and removed.

On to the job itself and a quick check on my new core dimensions showed we were good to go. First it's the side flanges which just require unsoldering, which is straightforward enough. Removing the bottom tank requires unsoldering the joint, which is done by heating it, then blowing out the melted solder with an airline gun, taking care here as levering the brass tank too much can cause it to crack. For the top tank things are different. The Ford tank is shaped and has its seam near the top, just to be awkward, so we did what other repairers have done and just cut the tank past the corner of the core, using an angle grinder with a thin cutting disc. It may not be ideal, but it will do the job.

To make a good soldered joint requires the surfaces to be completely clean and we took the opportunity to clean inside the tank as well. The soldering operation starts with the bottom tank, with the joint faces having a plumber's type paste flux applied and working with the radiator upside down allows gravity to help solder flow into the joint. A decent propane torch is needed here to work swiftly as it's best to avoid too much heat build-up.

On to the top tank and after a few trial fittings and a bit of bending around the centre near the engine fan it's a decent fit. After cleaning it up we can solder it, making sure it's the correct way round, to match the bottom tank hose connections. The side flanges can be fitted, but not before the radiator is tested for leaks. We did this with my compressed air supply set at 25psi and the radiator submersed in water. Fortunately, no leaks, so after drying it off the side flanges are soldered, making sure those bolt fixings will align with the car's radiator panel. >>



The hose connection was unsoldered to allow better access to the main joint.



Lower tank has the heat exchanger for the auto fluid; it must be in good condition, although a separate cooler can be used.



Unsolder the top tank side plate joint.



Cutting off the top tank with a thin cutting disc.

With the top tank off we're ready to clean everything up.



We used steel wool for cleaning up the joint faces, essential for a good join.

Some doctoring required to match the profile on the top tank.



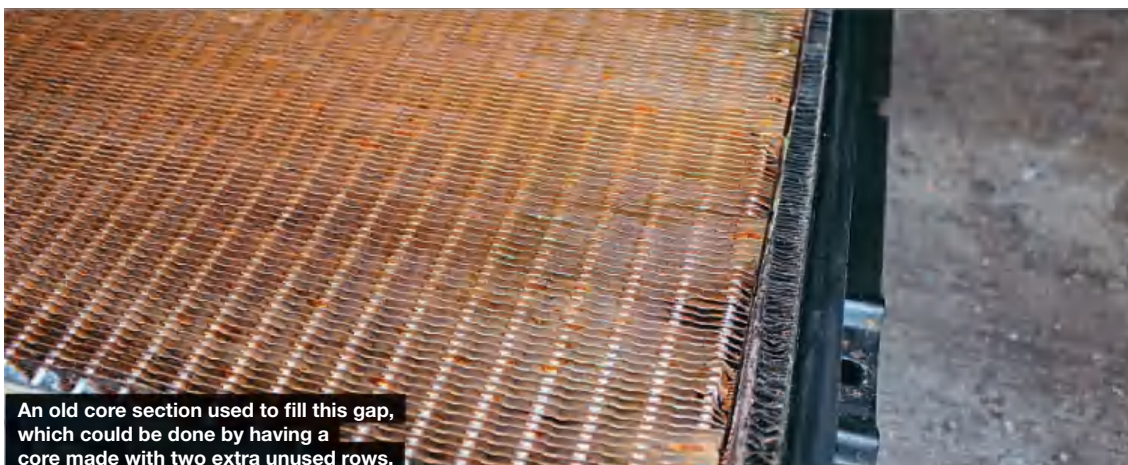
Clamps with light pressure to hold everything in place while soldering.



Completing the soldering which needs to be carried out in stages to reduce heat build up.



Final testing- looks good, no air bubbles.



An old core section used to fill this gap, which could be done by having a core made with two extra unused rows.



Rad core company;
PMA Group, Waterside
Road, Hamilton
Industrial Park,
Leicester LE5 1TL Tel:
0116 246 1400. Cost:
£82.94, including the
Fedex delivery charge
and VAT. ★

For the bigger picture
visit our new website
AlliSport.com

allisport.com
01594 826045
info@allisport.com
AlliSport
AlliSport_Ltd



DOES YOUR CAR NEED SERVICING?? CALL US FIRST FOR A QUOTE!



ACDelco®

**HUGE STOCKS
OF PARTS AVAILABLE
FOR IMMEDIATE
DELIVERY WORLDWIDE**



**Specialists in
Servicing &
Repairing all
American Vehicles**

★ Brakes ★ Electrical ★ Suspension ★ Steering

OCW

Tel +44 (0)20 8810 4595 Fax +44 (0)20 8810 4745
Email: ocwparts@aol.com
Unit 14, 19 Wadsworth Road, Perivale, Middlesex UB6 7LF



Specialist American car
insurance, for enthusiasts by
experts.

At A-Plan our dedicated team
will make sure that you get
the right policy at the right
price.

All modifications considered,
limited mileage discount,
club members discounts,
agreed value and more.



Call the team today on
01635 874646
www.aplanspecialist.co.uk

Authorised and regulated by the Financial Conduct Authority

DRIVING THE DEAD



In Cuba, the world's most resourceful drivers and mechanics break the rules and defy the odds to ensure that their Fifties American cars – four-wheeled zombies, really – never die

Words: Arthur St. Antoine
Photographs: Brian Vance
Syndication: Fox



Embargoed by Kennedy,
Cuba's eponymous cigars.

ONCE AGAIN,
HIS CAR HAS
LET HIM DOWN.
"I CALL IT 'THE
TITANIC'," HE
SAYS,
THROWING UP
HIS HANDS.
"ALWAYS IT IS
SINKING..."

In a rural village 45 minutes outside the capital city of Havana, far down an unpaved road, beyond muddy ruts as deep as graves and a few tin shacks sprouting jury-rigged cords poaching from nearby power lines, a narrow path all but hidden in the grass winds past a lone, bleating goat before opening into a small, concrete yard ringed by cinderblock walls and chain-link fencing. In front of a splash of yellow graffiti that reads "el apuro se paga doble" (basically "haste makes waste"), four young Cuban men labour over two automotive hulks seemingly plucked straight from a junkyard.

The mechanics have in their outdoor 'garage' only the most rudimentary of tools: a few rusty jacks, hammers and mallets of various sizes, wrenches, a homemade welding rig. Nearby, in a locked cage, lies a small cache of materials – steel plating, fraying wires, sheet metal, assorted nuts and bolts. "Some of the stuff we smuggled in," says one of the mechanics through a translator. Then, looking down, he says a bit more. The translator turns: "Most of it they stole from construction sites."

The location is unidentified because the garage is intentionally off the grid. Such non-government-approved workshops are officially forbidden in the socialist Cuba of Raúl Castro, as they were when his brother Fidel was president. Yet they are also essential to Cuba's populace, part of the illegal but thriving black market to which millions of 'regular' Cubans turn when the refrigerator stops cold, or, as is so often the case in this island nation frozen in the Fifties, the family car dies. Again.

One such Cuban is Dimitrio, a 60-ish, balding, bespectacled native who speaks impressive, profanity-enriched English and owns a blue 1953 Oldsmobile sedan that's here at the secret garage because, once again, his car has let him down. "I call it 'the Titanic'," he says, throwing up his hands. "Always it is sinking." He wraps his thick arms around the car, hugging it like a favourite nephew. "I can make like this – I love you. Oh, yes, I love you very much." Then Dimitrio steps back, gives the Olds a kick. "But at the same time, I f***ing hate you!"

Dimitrio lifts the massive hood. "This engine? Soviet. But not normal car engine. They use this to power welding machine." Indeed, much of Dimitrio's Oldsmobile runs on similarly ingenious life support. He points to the driver's door. "That car is 62 years old. Where you can find a door for that piece of shit? If someone smashes your car, they have to make a new one." Dimitrio moves to the back of the work yard, picks up a finished rectangle of 'new' floorpan. "These guys, they make the pieces by hand – with a hammer." He runs his fingers over the symmetrical square indentations in the metal, each one hand-beaten into shape. "This isn't work," says Dimitrio. "This... is art." >>



Using nothing but primitive tools and scavenged parts, three Cubans in a hidden garage transform rusted hulks into drivable cars.

Cuba's collective clock stopped ticking on February 8, 1962. That day, several years after the overthrow of Cuban President Fulgencio Batista and the subsequent rise to power of Communist leader Fidel Castro, US President John F Kennedy, with a stroke of his pen, dramatically tightened the noose on an existing trade embargo against the Caribbean country. (Ever the savvy politico, though, prior to signing the order, JFK sent press secretary Pierre Salinger out to buy up every Cuban cigar in the Washington, DC, area; Salinger brilliantly succeeded by securing roughly 1200 of his boss's favourite Petit Upmann smokes. Shortly afterward – barn! – Kennedy forbade their sale.)

For Cuba's car owners, drivers and riders, the embargo had ominous – and immediate – implications: no incoming new models, no more imported used cars, not even any spare parts. Indeed, even before JFK's order, domestic controls had already prohibited most Cubans from buying brand-new cars after Castro took power in 1959. Thus, what cars already existed on the island – mostly big American models from the 1950s – would have to serve for decades to come. Though recently the dark clouds show signs of parting (see sidebar), in reality Cuba's citizens are likely stuck with their ageing 'Yank tanks' indefinitely.

Thus, strolling the busy streets of Havana today is like teleporting back into a Fifties Hollywood movie. You half expect Jimmy Stewart to drive past tailing Kim Novak in his De Soto. We came here knowing we'd see a few classic American rides, but, in fact, amid a sprinkling of Russian Ladas and the occasional Korean compact, the grand old iron is everywhere. At a nearby kerb sits a '52 Ford Crestliner. There on the Malecón, the broad artery that sweeps along Havana's waterfront, glides a '57 Buick Century, followed quickly by a '58 Chevy Impala and a '57 Plymouth Fury. Few and far between are the cream puffs, true, but most of the passing museum pieces look amazingly good considering they're well past retirement age and have never stopped working full time.

Examine the cars up close, though, and you realise Havana is a vehicular Zombieland. Most of the old warhorses really aren't classic American automobiles at all – they're mutants, like Dimitrio's Olds with its welder-generator powerplant.

Typical of the breed is the 1957 Pontiac Star Chief owned by a 30-something taxi driver named Rolando. From the outside, the car shows as if it's been stored for decades in an auto humidor. The paint shines and the bodywork flows with nary a ripple; only the modern wheels blow the illusion that we're smack in the middle of The Godfather: Part II. Yet, when Rolando lifts the hood, there's no 5.7-litre V8 in sight. Instead, swallowed easily by the leviathan engine bay, sits a small Hyundai-Kia four-cylinder diesel. "This car... very strong,"



The family men of Los Titos create motoring magic, including 'the fastest Chevy in Cuba'.

Rolando says proudly. "I love it." The realities of wooing tourists to earn a living at the wheel explains the pristine condition of the cabbie's Star Chief – but also the Korean mill under the hood. "It is much cheaper to run," he says. "But the maintenance is very expensive." Then Rolando sounds a familiar refrain: "The parts I smuggle in."

You might expect, given their prehistoric rides and almost non-existent resources, that Cuban drivers have no fun at the wheel. And you'd be wrong. Case in point: the Los Titos garage. Tucked away in a leafy neighbourhood just outside the capital, Los Titos is the Cuban equivalent of Richard Petty Motorsports, a family-owned speed shop that's been fixing cars and turning out racing machines since 1959.

The venue and the tools at Los Titos may be archaic – no gleaming epoxy floors or robotic CNC machines here – but the craftsmanship on display makes no apologies whatsoever. On one table, a mechanic puts the finishing touches on a beautifully fashioned engine block that, when completed and outfitted with a supercharger, will turn out around 1000bhp. Parked nearby is the family's crown jewel: a '55 Chevrolet Bel Air drag car, said to be 'the quickest Chevy in Cuba'. Using parts mostly 'obtained' from Costa Rica, the shop's mechanical sorcerers have stripped down the Bel Air to 3000lb, bumped the big V8 to 470bhp, and even outfitted the dash with a badge lifted from an Acura Integra Type R (anything for some added kick). Even



In the elegant Casa del Habano, a highly skilled cigar roller turns out dozens of magnificent Cuban 'puros'.





Cuba's classics are powered by whatever's available; old Lada engines, you name it!



The feisty Dimitrio and the object of his undying love (and unending hate), his '53 Olds 'Titanic'.



The fastest '55 Chevy in Cuba.

running on skinny Fifties-appropriate tyres, the old beast will romp through the quarter mile in 13 seconds flat. Asked if the car squirms around a lot under throttle, the proud driver doesn't even wait for the translation: "Sí!"

Other savvy residents turn disadvantage to advantage by embracing Cuba's old-car culture, playing it up – and cashing in. Jorge, a trim 48-year-old who speaks fluent English, owns and drives an absolutely pristine '55 Pontiac Star Chief convertible. And, unlike the island's many mutants, Jorge's ride is almost entirely original. Strato-Streak 289 cubic-inch V8? Check. Three-speed Hydramatic with column shifter? Check. Silver Streak chrome hood trim? Check. Fluffy white ribbons adorning the dash? Uh, Jorge had just come from chauffeuring a bride and groom.

"I saved for a long time to buy a really nice car," Jorge says, "and I spend a lot to keep it in great condition. But my car also pays me well, too." Jorge and his Star Chief can often be found outside the capital's best hotels, where he finds no shortage of affluent tourists willing to pay for the privilege of touring the city in an automobile straight

from Havana Central Casting. "I can make \$100 American or more in an hour," Jorge admits. "And usually my passengers tip very well."

After a short drive around Havana, Jorge pulls over and does the unthinkable: he relinquishes the driver's seat of his most precious asset to allow some first-hand Cuban-car impressions. And, just like that, I'm transported back 60 years, cruising along the Malecón, the couples huddled close on the seawall, the old buildings russet and terracotta, the mutants and zombies rumbling this way and that, the Star Chief heavy and lethargic, but not a bit cantankerous. Jorge encourages me to sample one of his few modifications: a set of multiple horns actuated by a row of dash buttons. A respectable 'La Cucaracha' soon annoys the passing pedestrians.

I thank Jorge for his extraordinary generosity (my personal logbook is now stamped with 'Classic American in Cuba'). He deflects my thanks with a gentle wave of his hand, but asks a favour. "When you come back to Cuba, and I hope you will come back, will you bring me a digital camera? I will pay you for it. I would like to take some nice pictures of my car." >>



A local proudly shows off his hand-built Frankenstein engine.



The Write stuff

Probably Cuba's most famous resident, aside from Fidel himself, is the American novelist Ernest Hemingway, who called the country home for decades. Along the bustling Calle Obispo stands the Hotel Ambos Mundos, first opened in 1925. Hemingway lived here from 1932 through 1939, paying \$1.50 a night; he started his novel *For Whom the Bell Tolls* in room 511. Today, the small suite is maintained as a shrine to the expatriate writer. It's said that not even Fidel Castro himself could spend the night in number 511 if he asked.

A short walk away is a haunt that Hemingway undoubtedly frequented even more than his hotel room: the Floridita bar and restaurant. Dubbed 'the cradle of the daiquiri', the Floridita is a tourist trap today, but come anyway. The dark and woody interior is period-correct; the daiquiris, sublime. There's even a statue of ol' Hem at the bar – and he won't steal your drink.

Not far away, on Empedrado Street, lies the considerably more bohemian La Bodeguita Del Medio. Said to be the birthplace of the mojito, the small bar today is a nonstop flurry of rum bottles and mint leaves. On a shelf, a sign in Hemingway's handwriting reads: "My mojito in La Bodeguita. My daiquiri in El Floridita."

It's about an hour outside Havana, though, where one truly enters Hemingwayland. Here, in San Francisco de Paula, with Havana far in the distance below, sprawls Finca Vigia, the whitewashed estate in which Hemingway lived from 1939 through 1960. Today the house is run as a museum, and remains almost exactly as Hemingway left it: comfortable chairs in the living room, well-stocked bar tray, bookshelves everywhere, the small bedroom where Hemingway preferred to write, often standing up. Here he finished *For Whom the Bell Tolls* and also wrote *The Old Man and the Sea*, which earned him a Nobel Prize. Outside is a huge swimming pool. It's said that the stunning actress Ava Gardner, when visiting, liked to swim here in the nude.

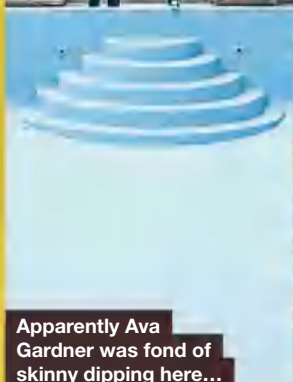
Likely only one thing could've distracted Hemingway from such a sight, and it's here, too: his beloved fishing boat *Pilar*. It was on this handsome vessel that the writer fought marlin and sailfish, entertained guests from around the globe, and simply motored about, an island in the stream temporarily safe from 'the white bull' waiting in the typewriter. So inviting are the charms of Havana, so breathtaking the beauty of the Finca, it's a wonder Hemingway got any work done at all. ★



Arthur and author enjoy Floridita daiquiris.



Bar Bodeguita Del Medio.



Apparently Ava Gardner was fond of skinny dipping here...



Hemingway's prized fishing boat, *Pilar*.

St. Antoine (right) explores Hemingway's magnificent Finca Vigia



Psst! Wanna buy a new car?

As of early 2014, Cubans are now allowed to buy non-American new cars without special permits. Yet for most of them, paid by the government an average of \$20 per month, the notion is pure fantasy. One example: A new Kia Rio hatchback, which sells for \$14,800 in the US, starts at more than \$42,000 in Cuba. A mid-range Peugeot 508 sedan goes for – this is not a joke – \$270,000. Needless to say, for Cuba's 99%, such new models might as well be bolted to the showroom floor.

AMERICAN CAR INSURANCE



**DRIVE A
BETTER DEAL**
with
Performance
Direct

Performance Direct was founded on a love of classic and specialist vehicles and we're now one of the UK's leading independent brokers.

Last year thousands of Classic American Car owners swapped their insurance to Performance Direct.

Want to find out why?

Don't just renew your insurance – save money and experience the difference with Performance Direct.

Policy Options Include:*

Classic American Cars

Modern American Cars

4 x 4 Pick ups

Car Club discounts

Agreed values

Multi-car policies

FREE foreign use cover
(up to 90 days)

Limited mileage
discounts

*Subject to underwriting criteria

Open 7 days a week

0800 997 8350

www.performancedirect.co.uk/american



**PERFORMANCE
DIRECT.CO.UK**

Performance Direct is a trading name of Grove & Dean Ltd, an independent intermediary who are authorised and regulated by the Financial Conduct Authority (FCA). For your security calls may be recorded.

WWW.DISCOVERYCLASSICCARS.NET
California Classic Car Sales & Exporter 925-639-5666
• SOME OF OUR VEHICLES FOR SALE IN CALIFORNIA

<p>1956 Chevy Bel-Air \$7950 Four door post model, 6 cylinder 3 speed column change manual, very solid car throughout, great patina, Cuban style!! Great underbody, runs and drives great, new tyres all round.</p>	<p>1975 Jaguar XJ6-C \$13,500 Rare coupe version and pro fitted 350 Chevy V8 with automatic, still looks totally standard, amazing solid body throughout, runs and drives great.</p>
<p>1956 Ford \$6250 2 door post, requires a motor and Trans of your choice, black plate California car, very solid throughout, great floors and body.</p>	<p>1934 Ford \$26,500 Buy one and build it for this price: 55A8 Ford flathead V8, 3 speed, banjo rear end, but with front disc brakes fitted, converted to 12v, runs and drives perfect, simply amazing ideal wedding car potential.</p>
<p>1972 Buick Riviera \$5000 Very solid body and under carriage, requires cosmetics, 455 V8, automatic, still retains its blue and yellow plates.</p>	<p>1970 Chevy C10 Stepside \$9500 454 V8, automatic, power steering, runs and drives very well, solid truck throughout, recent new wheels fitted, will not disappoint.</p>
<p>1965 A Code Mustang \$13,500 Runs and drives great, 289 V8, 4 speed, original solid floors and quarters, sounds great, won't last at this price.</p>	<p>1968 Allan Moffat Clone Cougar \$12,000 289 auto, numbers are magnetic, amazing solid rust free body and original floors, draws attention wherever it goes, California black plates.</p>

*VEHICLES LOCATED TO ORDER
 *VEHICLES INSPECTED TO ORDER
 *VEHICLES TO SUIT ALL REQUIREMENTS
 *OTHER VEHICLES AVAILABLE - SEE WEBSITE
 *EXPORT SHIPPING AVAILABLE
 *AT LOW RATES
 *ABOVE PRICES INCLUDE SHIPPING TO MAINLAND UK *
 Call on: 001 925 639 5666 discoveryclassiccars@gmail.com

PONTIAC OWNERS CLUB UK

PONTIAC OWNERS' CLUB (UK)
WEDRIVE Excitement

In 1988 a small group of enthusiasts decided it was time Pontiac owners had their own club in the UK. So, on the 1st January 1989, the Pontiac Owners' Club (UK) was formed. The primary purpose of which was to allow Pontiac owners to meet on a regular basis and to pool their knowledge and experience in running these vehicles.

Check out our website and forum uk.poc-uk.org

BENEFITS

- Spares and parts
- Technical advice
- Vendor discounts
- MOT discounts
- DVLA approved
- Club magazine
- Branded merchandise
- Website and forum
- Regional representatives
- Monthly meetings
- Yearly show/club stand
- Liaison with other clubs and organisations
- And most importantly, fun!

JOIN US TODAY!

Agreed Value
 Free Salvage Retention
 UK & EU Breakdown Recovery Included
 Legal Cover Included
 Club Member Discount (inc. NSRA, VHRA & NASC)
 All Modifications Accepted
 Laid Up/ Project Cover
 Unlimited Mileage
 Multi-vehicle Policies

Official Broker
for the NSRA



Low cost, tailored protection
for all American Cars & Rods

classicline*
INSURANCE

Authorised and regulated by the FCA

01455 639 000
www.classiclineinsurance.co.uk



100% CORVETTE
CORVETTE KINGDOM

01263 739944

www.corvetteuk.com

1953 - 1982 CORVETTES BOUGHT AND SOLD



1981 350 Auto Coupe, Black/Silver with black custom leather interior, superb throughout, £16,750



**ARRIVING
SOON**

1966 327 4 sp
Coupe.

Call for more
details.

The UK's Classic Corvette Specialist



**CORVETTES
WANTED ANY YEAR,
ANY CONDITION**

- Large fully equipped workshop
- From ground up restorations to routine servicing
- From steering column rebuilds to suspension overhauls
- No job too small.
- Fast, efficient 1953 - 1982 Mail order parts, large stocks of new and used parts - Overnight delivery
- Corvette brokerage service - we will sell your car for you.
- We have several parts cars from various years - call with your needs.

**We can sell your Corvette faster than any other Corvette dealer in the UK
CALL US NOW!**



Bordinat pictured in September '67 with three cars styled under his watch: the four-door Thunderbird, the Mustang and the Mercury Cougar.

CLASSIC AMERICAN PEOPLE

Eugene Bordinat

Maybe not as flamboyant or as well known as designers such as Bill Mitchell or Harley Earl; however, Eugene Bordinat does deserve as much of the limelight for shaping some of the most influential cars of the last century...

Words: Richard Heseltine
Images: Ford Motor Company

His name has been largely forgotten by history, but Eugene Bordinat Jr deserved better. As head of Ford Motor Company's design department for the better part of two decades, a spell that lasted longer than any incumbent before or since, he oversaw the creation of some of the best loved and most profitable cars ever made by the Blue Oval. Nevertheless, he remains in the shadow of period rivals such as Bill Mitchell (General Motors) and Virgil Exner Jr (Chrysler). The thing is, unlike many of his contemporaries, he wasn't a fame-chasing self-publicist. This in itself goes a long way to explaining why he is now barely remembered by all but the most devoted of marque fans.

Born on February 10, 1920 in Toledo, Ohio, his father was plant manager for Willys-Overland before he moved the family to Pleasant Ridge, north of Detroit, on taking up a position with Chrysler. Yet despite parental links to the motor industry, Bordinat (pronounced Bord-in-nay) claimed in later years that he hadn't been particularly interested in

cars until he saw a Duesenberg blast past him while he was delivering newspapers as a boy. He was spellbound and credited this brief encounter as the moment that he knew his life would revolve around cars.

Following high school and two years at the University of Michigan, Bordinat enrolled in a new car design programme at General Motors to train car designers and in late 1940 he was installed in the Chevrolet studio. Shortly thereafter, he was shipped off to the Fisher Body plant where he oversaw the production of tanks for the war effort. In early 1944, Bordinat enlisted in the Army Air Forces Cadet scheme and learned to fly, but he didn't see active service. Instead, he was given an honourable discharge in 1945.

Bordinat subsequently returned to GM, only to accept an offer in August 1947 to develop Ford's comparatively small advanced design studio. Before long, he was placed in charge of all of Ford's exterior design and in this capacity »

The first-gen Mercury Cougar was, in Bordinat's words: 'Different enough to offer an appeal of its own.'



attended meetings with most of the company's senior executives. Labelled a 'brown-noser' by Henry Ford II, a man who in time would become his protector and sometime drinking buddy, Bordinat was a social animal who made it his business to become friends with those who wielded authority.

Nevertheless, he almost came unstuck after renowned industrial designer George Walker was taken on as a consultant. He immediately installed up-and-coming talents Elwood Engel (later head of design at Chrysler) and Joe Oros (later responsible for much of the original Mustang) in the Lincoln-Mercury studio. What's more, Walker's contract stated that his protégés had the right to design competing proposals to those produced within Ford's studios, regardless of brand. This didn't sit well with Bordinat, even less so after his immediate boss Charlie Waterhouse retired in May 1955. Walker, Oros and Engel became full-time Ford employees thereafter, the former as a vice-president. With a degree of predictability, Walker invariably favoured designs conceived by Oros and Engel. That year's Lincoln Capri was the only model to the end of that decade that can be directly attributed to Bordinat, and even then only the rear styling treatment.

Bordinat may have been undermined, but he had a few allies in positions of power. Around this time, the Lincoln and Mercury studios were split up, with Bordinat becoming head of Mercury design. He viewed this as a

demotion despite a hike in pay and, while the studios would soon be recombined, he was deeply unhappy that Walker was grooming Engel to take over as the boss of bosses of the entire design staff. Ford dictated that executives had to retire on reaching 65 years of age, and Bordinat was all too aware that Walker would reach pensionable age in May 1961. In the six months leading up to this, both parties went into battle publicly and behind closed doors. Walker's scheme ultimately took a tumble as he tended to fall asleep during meetings which meant he lost the respect of the 'suits'. He also lost the support of William Clay 'Bill' Ford, the youngest of the three brothers in charge of the family business, after he referred to him as 'that f***ing kid' behind his back, and more than once.

Engel, who by this time, had been sent on a fact-finding mission to Ford's design departments in Europe was still a major threat to Bordinat, but his bid to be top dog unravelled after he was found to have been creative when making out his expenses. Unbowed, Walker began backing Oros as his successor. However, Bill Ford ultimately swayed the board and they hired Bordinat for the top design job. Walker then had to explain to Oros why Bordinat was his new boss.

Commendably, Bordinat and Oros would work well together in future years, Bordinat changing the name of the Styling Centre to the Design Centre on account that: 'You design a car, you don't style it...' That decade would see him sign off the first-generation Mustang, the original Mercury Cougar and the Lincoln Continental Mark III. He personally styled the 1965 Ford Galaxie (with some input from Gale Halderman), and also reclothed two AC/Shelby Cobras, allegedly for personal use. He would often take prototypes home with him, claiming that he wanted to gauge other road users' reactions. According to those who knew him, Bordinat expected Ford products to appeal in an instant. He had no interest in designs that would 'grow on people'.

As a designer, many of Bordinat's former colleagues have claimed in print that his draughtsmanship wasn't too hot. However, they all went on to state that he had an innate sense of style and a knack for discerning what the American public craved. He was also not above appointing people that he knew would do little to endear him to his betters. In 1956, he hired African-American designer

Lincoln Continental Mark III was partially the work of Bordinat and remained one of his favourite designs.





The 1955 Lincoln Capri was styled in part by Bordinat. The rear part, mostly...

McKinley Thompson at a time when prejudice was rampant. He also came in for criticism from some quarters on hiring a Japanese-American designer, but his argument was that he didn't care about skin colour, he only cared about talent. What's more, a designer who became seriously ill had his wages increased on the quiet to cover his medical bills. He certainly wasn't alone in benefiting from Bordinat's largesse.

Bordinat was, however, a magnet for internal politics. In 1968, Henry Ford II snubbed Lee Iacocca for the role of president, a job that he felt he deserved given the sales success of models such as the Mustang. 'The Deuce' found Iacocca arrogant and too willing to claim credit every time the Blue Oval had a hit on its hands, and lured Semon 'Bunkie' Knudsen away from General Motors to take over the hot seat. Never happy as a mere underling, Iacocca sparred constantly with Ford and Knudsen, with the latter doing little to win over Bordinat on personally hiring Larry Shinoda from GM as a senior designer. Disliked by many for his blunt speaking and caustic put-downs, Shinoda nevertheless had talent and often got his way because he had the ear of Knudsen. Bordinat could do nothing but complain to Iacocca who in turn could only rail impotently to anyone who would listen.

This power struggle ultimately came to an abrupt end in September 1969 after Iacocca and 10 other senior executives threatened to quit unless Knudsen was given the chop. They got their way, Henry Ford II having been less than sympathetic to his hiring's plight on learning that he had signed off new models without first allowing him a say in the matter. Without Knudsen to protect him, Shinoda was fired by Bordinat almost immediately. The

Seventies would witness its fair share of boardroom coups, but Bordinat generally managed to stay on the right side of trouble. That said, the decade saw Ford's design language become increasingly 'safe' and unimaginative. Bordinat pushed through the Versailles which he hoped would take sales away from arch-rival Cadillac (it wasn't a huge success). Another pet project was a shortened Mark V coupe with pre-war-style sidepipes which looked whimsical rather than dramatic. It didn't make production. Then in late 1979, Ford hired Phil Caldwell as its president and the so-called 'bean counter' soon voiced his opinion of Bordinat's proposals for future models. The new 'aero' look was in, while Bordinat preferred conservative straight lines. Caldwell wanted smooth and sleek, and Bordinat refused to accept the opinion of an accountant.

Caldwell won the day, and in September 1980 Bordinat was demoted to a nebulous role as head of international design (the use of lower case spoke volumes...). He spent all of two months in this new position before resigning. Iacocca, who had left Ford for Chrysler in 1978, attempted to hire him, but the Blue Oval offered to pay his salary in full until he reached retirement age. All he had to do in return was stay at home.

Bordinat did just that. He batted away offers to write salacious exposés of his time at Ford, and left the design world for good. Instead, he enjoyed swanning about in his Clenet (an Excalibur-like 'neo-classic'), cooking and reading. A lifelong smoker, he died of lung cancer on August 8, 1987. He was 67 years old. And while perhaps not a legend, Bordinat deserves a degree of veneration for pushing through so many landmark designs in Ford's back catalogue. He had staying power, that's for sure. ★



"IN 1956
HE HIRED
AFRICAN-
AMERICAN
DESIGNER
MCKINLEY
THOMPSON AT
A TIME WHEN
PREJUDICE
WAS RAMPANT.
HE ALSO
CAME IN FOR
CRITICISM
FROM SOME
QUARTERS
ON HIRING A
JAPANESE-
AMERICAN
DESIGNER..."

Richard Coney

Classic American Reviews

BARGAIN CORNER

Roadside Relics

Author: Will Shiers

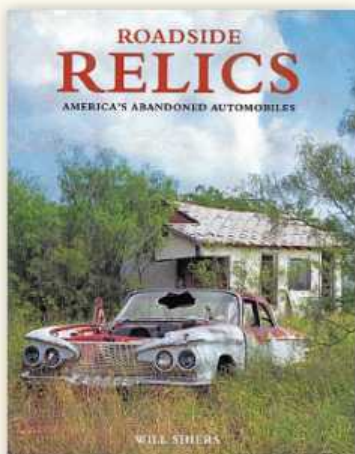
Published by: Motorbooks

ISBN: 978-0-7603-3984-8

Price: RRP £14.99, Amazon
"Used like new" £4.94

The enduring popularity of photos of rusty junkyard 'treasure' remains a mystery to some, but these images are a joy to behold for the rest of us. Why? Who knows, but such automotive archaeology holds an international fascination. Is it the colours and contrasts of rotting steel among the bright weeds, flowers and trees, the implied calm of man's technology gradually returning to nature, or perhaps the thought that here is a project, just waiting to be recovered and restored?

Readers will recognise the name of Will Shiers, whose many and varied 'Discoveries' grace our pages each month. Back in 2006 with the assistance of Motorbooks, Will published *Roadside Relics*, with over 250 pictures of forgotten wrecks. This was reprinted as a softback in 2010. Now, you can acquire a copy of this excellent digest of abandoned American tin, old and older, for the price of a monthly magazine. With Will's excellent book available for under a fiver, there is no excuse not to add this to your collection.



Trans Am & Firebird Restoration 1970½ - 1981

Author: Melvin Benzaquen

Published by: Car Tech

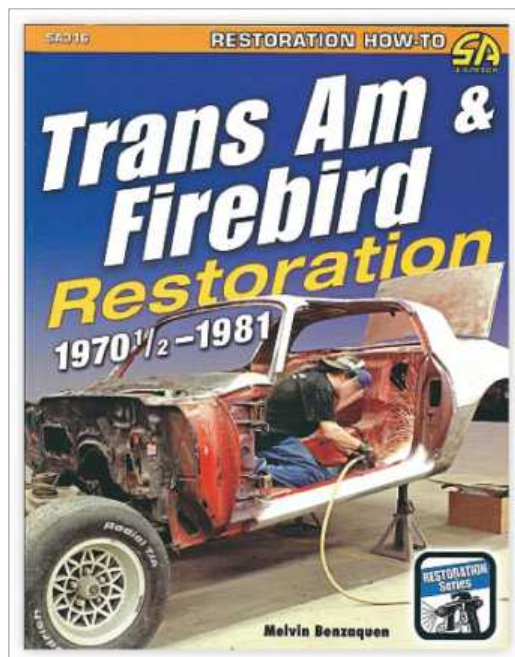
ISBN: 978-1-6132517-2-0

Price: £23.99

Many owners of Pontiac's second generation Trans Ams and Firebirds will be relieved to learn that a restoration manual of its iconic Seventies muscle cars has been published. From their introduction in mid-1970, with a wide choice of engines and more performance than many could handle, these popular entry-level sports coupes have maintained a loyal fan base. When the last of the breed left the factories with their newly downsized and smog-constrained engines, it truly was the end of an era.

Pontiac was slow to bow to the environmentalists' pressures to reduce performance and emissions. Indeed, of GM's divisions they were alone in still producing large-engined muscle cars into the mid-Seventies. That didn't mean that the cars were any better built than their contemporaries. Far from it. The Firebirds may have taken centre stage on the Rockford Files TV series and in the *Smokey* and the *Bandit* films, but they rotted just as quickly as everything else from that era. This guide should assist owners to return their Firebirds to original spec.

Other Car Tech books are dedicated to Pontiac engines. This manual concentrates on the bodywork. There's an overview on the mechanicals,



engine, transmission, suspension, brakes, electrics and so on, but the bulk of the book is dedicated to identifying what you have, complete with VIN plate decoding information, focusing on the most common bodywork problems, repairing and replacing panels, preparation and laying down paint. It's well written, superbly illustrated and most informative. If you have a Seventies Pontiac muscle car, you'll undoubtedly need this book at some point.

Rochester Quadrajet Carburetors

Author: Cliff Ruggles

Published by: Car Tech

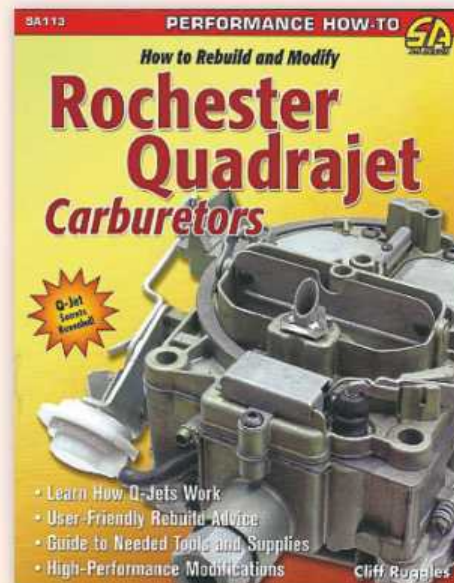
ISBN: 978-1-932494-18-1

Price: £22

This is not a new book as it dates from 2006, however even if it was reviewed back then, I think it deserves a second look. Rochester carburetors has been a division of General Motors since 1949 and distributed through AC Delco for decades. Rochester first produced its 4G four-barrel carb in the mid-Fifties. It was factory fitted to a wide range of GM engines until the mid-Sixties.

By then stringent emission regulations were forcing auto manufacturers to rethink their strategies, encouraging attempts to balance performance with increased economy. In the process, GM opted for the Rochester Quadrajet, or Q-Jet, to solve at least some of its problems. In essence, the two small primary bores operate at lower speeds providing acceptable efficiency. Stomping the accelerator opens the much larger secondary bores, allowing a greater petrol/air mixture into the engine, increasing performance dramatically, albeit at the expense of fuel economy. With regular updates, the concept worked well, thereby maintaining its conformity with the regulators. Millions had been produced by 1988 at which time fuel injection systems had completely replaced carburetors in GM vehicles.

Whilst the Q-Jets worked fine, maintaining and fine tuning them for additional performance has always been a fine art, causing many home



mechanics much head-scratching in the process. This new book by a Q-Jet expert unveils the secrets of rebuilding and modifying this carb. It starts with a history, and an explanation of how Q-Jets work. There's a discussion on which Quadrajet is best for different applications, provides useful information on the tools necessary to strip and rebuild one, plus some sensible health and safety tips. There is a chapter on stripping and rebuilding the carbs, followed by another on modifying them for additional efficiency and performance. This useful manual will be relevant to many classic GM cars. If you fancy rebuilding a Quadrajet yourself, you'd better have this book handy!

WESTERN AUTOS
AMERICAN VEHICLE SPECIALIST



- ★ SPEED AND CUSTOM SHOP ★
- ★ MAIL ORDER ★
- ★ FULLY EQUIPPED WORKSHOPS ★
- ★ CUSTOM PAINTWORK AND BODY MODS ★
- ★ VEHICLES BOUGHT AND SOLD ★
- ★ REGULAR USA SHIPMENTS ★

TEL/FAX: 01432 358518
EMAIL: WESTERNAUTOS@MAC.COM,
WEB: WWW.WESTERNAUTOS.ORG.UK

f FIND US ON FACEBOOK f

UNIT 5, WYVERN INDUSTRIAL PARK, HULMEY ROAD, HODDERSFORD, HULL

West Midland
American Vehicles Ltd.

West Midland American Vehicles Ltd
1 Brunel Court, Enterprise Drive, Four Ashes, Wolverhampton
WV10 7DF

Genuine Parts - Available mail order worldwide
Servicing - Any American vehicle
Sales
Restoration Undertaken

MOT Facilities
Classes 4, 5 & 7

We build stainless steel exhausts for any American and English vehicle

We can build replica cars from the movies!

GM Parts Ford CHRYSLER Dodge AC Delco

01902 798840
07795 265151
Info@American-vehicles.com
www.American-vehicles.com

MAGNAFLOW®
PERFORMANCE EXHAUST

AMERICAN MUSCLE
Cars - Trucks - SUV's



SPECIAL PRICE DEALS
ON CURRENT STOCK SYSTEMS
CALL FOR DETAILS



Direct Fit Systems, for
60's Classic to 2015
Mustang, Camaro
& Corvette C7

For the Best Prices and
Ex-Stock Availability
Throughout Europe

Call Us
+44 (0)121 288 2561

Trade Dealers & Installers Needed
WWW.MAGNAFLOWUK.COM

HUMMER Ford DOGGE CHEVROLET LINCOLN LAND-ROVER

Atlantic Autos

American Vehicle Service Centre

- Servicing • Exhausts • Tyres • Brakes • Clutches
- Shock Absorbers • Batteries • Courtesy Cars Available
- Performance Upgrades • M.O.T While You Wait • Air Conditioning




ATLANTIC AUTOS
 Email: info@atlanticautos.com
 Website: www.atlanticautos.com
 10-12 Darlington Close, Sunderland Road,
 Sandy, Bedfordshire SG19 1RW
 Telephone: 01767 68 08 68
 Open: Mon to Fri 8.00-5.30 Sat 8.00-12.30

BOSCH Service

WANTED LOG BOOKS

I am a collector

WANTED
 USA Vehicle
 Log Books
 All Motorcycle log
 books
 Buff, Green, or V5s
 Job lots or single



Call Log Book Buyer
Braintree 07775 998628
or email dbkiddle@hotmail.co.uk

Need a Shipping Quote?

01908 887 917




UK's leading full service importer **INSTANT quotes online**

Try our unique car shipping portal | www.shipmycar.co.uk
 Get a breakdown of all shipping, testing, registration, duty and taxes

SERVICE STATION memories



Step into *Classic American's* time machine once again as we take a nostalgic look at the gone, but not forgotten, all-American service stations which used to ply the highways and byways of America...



The story of the 'service station' is truly one from a bygone era. Modern 'gas' stations (in American parlance) are similar in that you are there to refuel your vehicle and perhaps buy a coffee or sandwich, paying either with cash or credit card. But let's make no mistake about it, you are pumping your own gas. In the golden days of yesteryear, it was a completely different story pulling into a service station... First there was the familiar 'ding-ding' bell sounds from the black-hued air hose that

lay across the driveway as you entered the gasoline pumps. The owner of the station, or an attendant, would quickly come out of the garage or the office and immediately unscrew your gas cap, and while reaching for the fuel hose, they'd ask you what type or grade of fuel you wanted. Depending on the exact era and the particular service station you had entered, the question was: "Regular or Premium?" Or in the earlier years, "Ethyl" for the higher-grade fuel. >>



“AN OLD TRICK SOME OF THE MORE SHADY OPERATORS WOULD DO WAS TO CARRY A SMALL SQUIRT BOTTLE OF OLD OIL AND ONCE THE CAR WAS LIFTED UP ON THE HOIST, A SHOT OF OIL WOULD BE SQUIRTED UP AND INTO THE METAL DUST COVER OF THE SHOCK...”



While the gas was flowing, the service station man would clean your windshield and take a look at your tyres, and if there was some low air pressure you'd get that sorted out, all for free. It was all a ritual. In the days when most cars burned a certain amount of oil, the natural thing to do was to ask the driver if he wanted the oil level checked. As the hood was being opened, the engine's dip stick was next checked and if you were low, the guy would walk the oil stick to the driver's window and show you exactly if you needed a full quart, half-a-quart or whatever.

Service stations were located out on the highway, where motorists were coming in from hours on the road, and these cars often needed the radiator to cool down and extra water added, all of which was part of the package. With a full service garage, complete with lift for checking the underside of the chassis, service station attendants would also suggest to long-haul drivers to pull their vehicle into the stall and get everything checked out; this type of special attention was more widespread with stations located out on the open road. It also was a way to make extra sales of easy-to-install items such as shock absorbers. An old trick some of the more shady operators would do was to carry a small squirt bottle of old oil and once the car was lifted up on the hoist, a shot of oil would be squirted up and into the metal dust cover of the shock, and then the owner was made aware of the 'leaky' and possibly unsafe shock absorber, of which often time a replacement was installed 'for peace of mind'.

Another sly trick was when the attendant would check your oil, and if it was already filled to capacity, he would promptly recheck it, all the while not fully sliding the stick in all the way, using his thumb as a restrictor. Then when the oil stick was pulled out, it would look like it was "about a half a quart low" and when the driver saw it and said yes to purchasing a half quart, the attendant would have a spout already in an empty oil can and "add in a half quart"... the end result was pure profit.

But in fairness to the overall reputation of service stations, the availability of a qualified mechanic on duty to replace a radiator hose, fix a flat tyre or change the windshield wipers on a rainy day far outweighed the few stations that took it upon themselves to trick their customers with unneeded repairs.

Motor Trend magazine in April of 1973 did a special story about a man named Tom Mills who ran a Shell service station in Santa Barbara, California, north west of Los Angeles. The article was entitled: The World's Best Corner Gas Station. Here's how writer Ted West described the place: "Not the cleanest, not the most modern, not flashy. The attendants don't carry ukuleles and nobody will clean your wife's sunglasses. The prices aren't unusually low, the service isn't astoundingly quick, the station



doesn't give away Super Bowl tickets and there is no massage parlor around the corner. There are oil spots on the pavement, the tire rack isn't new and mechanic's timing light looks like it's been shot at. With accuracy. But Tom Mills Shell Service is the greatest corner gas station in the world!"

That Southern California Shell station had first opened in 1951 and had developed a long line of regular customers, and Mills stood behind his work, fully guaranteed. If that rebuilt generator failed and if you for some reason didn't want Mills Shell to fix it free, you'd get your money back – all of it. And when you took your 1941 Chevrolet in for a full lube job, you knew you were getting a full and complete lube where they hit all the points. As an example, there are inter-surface lube points on the rear leaf springs on that vintage Chevy, and Mills knew it and lubed them.

Tom did it right, top to bottom, nobody got taken for a ride. And here's how writer West summarised: "And paradox of paradoxes, it turns out that the key to the station's undeniable financial success is not false diagnosis, unnecessary parts ordering and flat rate cheating, but honesty." When the question was put to station owner Mills about his ability to build and grow his business with the support of all his happy customers, he tipped his Shell baseball cap back on his head and answered: "It's just taking care of the people's needs in the way they like to be taken care of."

Before 'self-service' the corner service station was a cross between a place to fill up, a place to get your car worked on and, to a certain extent, an auto parts store. If you needed a single hose clamp, a radiator hose, fan belt, a few feet of heater hose, a thermostat or some fuses, or a single headlight bulb, they had them, as well as a full line of tyres at reasonable prices. You could get your oil changed, transmission serviced, headlight replaced, your carburettor rebuilt and sometimes the guys working there were into high-performance, so there were selected service stations that would install speed equipment like headers and traction bars, and some could totally dial in your distributor on the Sun scope.

Often service stations had their own tow-truck to go out and pick up stranded, broken-down vehicles on the road that needed repair. If you had to hang around the place waiting for a repair, there were cigarette machines, a soda-pop dispenser, candy bar vending machines and if you were lucky, a gumball machine. While nobody could ever claim the rest rooms were always the greatest place to spend your time in terms of cleanliness, in general the corner gas station or the station on the highway was a decent place to get things done. And of course, free air for your tyres, free water for the radiator. Many stations had >>

SERVICE STATION
memories

"THE
CORNER
SERVICE
STATION
WAS A
CROSS
BETWEEN
A PLACE
TO FILL UP,
A PLACE
TO GET
YOUR CAR
WORKED
ON AND, TO
A CERTAIN
EXTENT, AN
AUTO PARTS
STORE..."



Sure, Behind Gulf's 3 famous gasolines stands a warehouse of fine products. The average Gulf station stocks about every item you can think of for power and service your car. You'll find all the products and services you see on this page – and then some. You'll find many services you can't buy, though. They're absolutely free! If all you need is gasoline, your Gulf dealer

has 3 entirely different grades: No-Nox*, Gulf's premium gasoline... Good Gulf* (our famous regular grade)... and newest of all, Gulfane*. One is right for your car, specially formulated to give maximum performance without a penny's worth of waste. See your Gulf dealer soon. He's the expert on all fine products you'll find at the sign of the Gulf orange disc. © Gulf Oil Corporation.

It's NEW!
It's here!

Sky Chief
TEXACO GASOLINE

100% CLIMATE-CONTROLLED
in all 48 states

"Right now is the time to
have your battery checked"

ATLAS
BATTERIES

TIRES - BATTERIES - ACCESSORIES

says your friendly
Atlas dealer



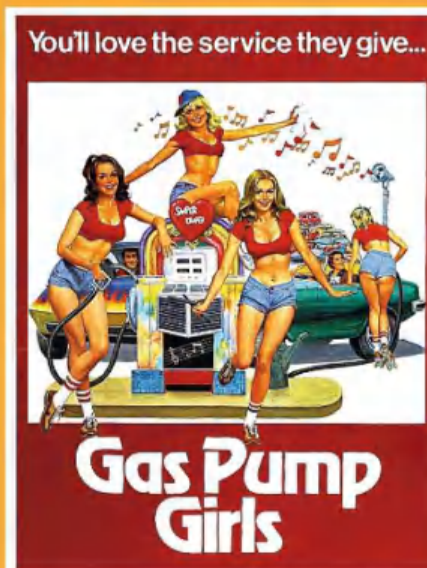
free, folded paper maps as well. Working at a station was a real learning experience for young men and just figuring out where the gas cap was hidden on some of the cars from the Fifties was a major challenge with new model year cars.

The modern 'gas station' is no longer considered anything to do with 'service' and if you need help in checking the oil, filling the fuel tank, adding air to the tyres or getting a flat tyre repaired, it's not going to happen. The addition of snack shops and mini supermarkets have become the secondary income source for owners of gas stations, and there's no question that to anyone who had been to a genuine old-school service station, the past is gone and never to return.

However there currently seems to be a certain amount of interest in rediscovering some of the old, abandoned service station buildings across America. While the majority of them have been torn down and replaced with new, modernised 'convenience store' types of arrangements combined with selling gasoline, some survive and are preserved for historical significance.

In Rancho Cucamonga, California, a Richfield service station, established 1925, was recently restored. Located on Foothill Boulevard, at the north-west corner of Archibald Avenue, it's authentic to every detail and provides a great backdrop for nostalgia photographs.

Inside, the vintage station is filled with historical artefacts and old car memorabilia, and all the restoration work was done by enthusiast local volunteers (see: www.route66ieca.org). As the thriving tourist trail that is Route 66 proves, the late, great American service station may be gone, but it's definitely not forgotten and authentic examples of it still survive today – you just have to look a bit harder to find them! ★



A man who sees 400 tires a day is a good man to buy a tire from.

Anybody can sell tires. You need a man who knows the difference between a good tire and a bad one. A man who knows the difference between a good tire and a bad one. A man who knows the difference between a good tire and a bad one.

Buy your tires at a good tire store. Buy your tires at a good tire store. Buy your tires at a good tire store.

What's more, many Enco stations are featuring special selling events on all tires and other items for your car.

The right tire, at the right price, right in your neighborhood. Hercules Oil & Refining Company.



...and all he drove in for was a tankful of Mobil's High Energy Gasoline.

Mr. McHenry didn't know a finer fuel than Mobil's High Energy Gasoline. But he knows it now. And he knows it now. And he knows it now.

For good advice and good products, ask your Mobil dealer.

Mobil



Peter S. Taylor & Co

American Car Insurance

Price, Service & Tailored Cover since 1949

*** CLASSIC & MODERN AMERICAN CARS, BIKES, MILITARY & COMMERCIAL**

*** AGREED VALUE**

*** SALVAGE BUY BACK**

*** SHOWS & EVENT COVER**

*** DISCOUNTS FOR CLUB MEMBERS, LENGTH OF OWNERSHIP, MILEAGE ETC**

*** NEW FAMILY FLEET POLICY TO COVER ALL CLASSICS, MODERN CARS AND BIKES UNDER ONE ROOF WITH MULTI VEHICLE DISCOUNTS**

For a free and without obligation quote, please call us on:

01273 820303 / 329307

www.peterstaylor.co.uk

First Floor, 81 Church Road, Hove, BN3 2BB

Authorised and Regulated by the Financial Conduct Authority



Keeping classics part of our future!

DAS
DOLPHIN AUTO SERVICES

At DAS, we specialise in classic American vehicles. Our servicing department has extensive knowledge and experience covering a wide variety of classic and modern cars. We carry out full and part restorations undertaken to customer's requirements and budgets, engine diagnostics and rebuilds, upgrades, pre MOT checks and MOT testing, SVA preparation and spares and accessories sourced and fitted.

**WE SERVICE, MOT & RESTORE ALL
MAKES & MODELS OF VEHICLES.
Mot Testing Class I, II, IV & VII**

735 Ampress Lane,
Ampress Park, Lymington,
Hampshire, SO41 8LW
www.dolphinautoservices.com



Tel: 01590 678222 info@dolphinautoservices.com

Will Shiers' **DISCOVERIES**

Our intrepid salvage yard explorer brings you junkyard jewels from across North America.

Words & Photography: Will Shiers



This engineless Oldsmobile two-door Touring Sedan may have picked up a few battle scars over the years, but isn't looking too bad for a 78-year-old junkyard resident.



No prizes for guessing why this 1961 Chevrolet Impala coupe ended up in a salvage yard – that's some serious front-end damage. I only hope that the driver's head didn't cause the smashed windscreen. Judging by the 1974 licence plate, the car has been in this Georgian yard for about 40 years.



The Oldsmobile Toronado, which was built between the mid-Sixties and the early Nineties, was famed for being the first US-built front-wheel-drive car since the Thirties Cord. It was designed to do battle with the Ford Thunderbird and the Buick Riviera. This 1968 example was shot in a waterlogged junk yard about 20 miles north of Whitefish, Montana, and just a few miles from the Canadian border.



Pre-war cars aren't my forte, but I'm going to guess that this Pontiac dates from about 1936. What's confusing is that the headlights have fallen from their usual high-mounted position. Unfortunately the car's characteristic silver streak is looking neither silver nor streak-like these days.



This 1957 Buick was found behind a gas station/bodyshop in northern Minnesota. Although it hasn't been on the road for 40 years, it does apparently still run. More than 400,000 Buicks were built in 1957, of which 41,665 were Super Riviera hardtop sedans.



The 1961 Dart Pioneer wasn't the prettiest Dodge to ever roll off the line, and that's not just my opinion. The reverse fins, rear fender scalloping and 'ingrown toenail' headlamps were hugely unpopular at the time, and it was reflected in the sales figures. In 1960 some 306,000 Darts found buyers, compared with just over 167,000 the following year.



This 1957 Mercury Montclair languishes in a South Dakota salvage yard.



And now for something completely different. Yes I know it's a Renault 5, but the Le Car (as it was known in North America) was marketed through AMC's 1300 dealerships, which means it sort of deserves a place on these pages. The 'French Rabbit', as it was often referred to at the time, was supposed to take market share from the Honda Civic, VW Golf and front-wheel drive subcompact imports. But Europe's best-selling car did not live up to expectations on that side of the Atlantic.

The car was sold in the US from 1976 to 1983, when it was replaced by the American-built Renault 9 (Alliance) and 11 (Encore). They're incredibly rare today, and this example, discovered on the New Mexico/Colorado border, is the first I've seen in more than a decade.



Denver, Colorado is home to this early Fifties Chevy truck, or at least half an early Fifties Chevy truck! The yard has many hundreds of similarly aged pickups, and it's happy to ship to the UK. For more information call 001 970 686 2460.



This is Arizona, and a sorry-looking 1963 Ford Falcon Ranchero does a balancing act on a couple of old wheels. The yard recently had a major cull, resulting in hundreds of classics being lost to the crusher. It's hard to believe that this one somehow escaped.

1969 Mercury Cougar convertibles fetch decent money, so I'm surprised this one hasn't been rescued. Of the 100,000 Cougars built that year, less than 10% were ragtops.





See us at the NEC
hall 3, stand 620

01503 240137

ian@ianwebbspecialistcars.com

AMERICAN CAR SPECIALISTS

Specialising in Parts, Restoration and Sales

Official UK distributor for Master Power Brakes.
Disc Conversion Kits in stock from £895



South West
distributor for
the full Dynamat
range of products



£135

including postage to anywhere in the UK

Come and visit us at the
CLASSIC CAR SHOW

NEC EXHIBITION CENTRE, BIRMINGHAM
FRI 12th, SAT 13th and SUN 14th NOVEMBER 2015

RESTORED PETROL/OIL PUMPS - on sale at the NEC

www.ianwebbspecialistcars.com

HIGHER CLICKER FARM, HORNINGTOPS, LISKEARD, CORNWALL PL14 3QA

Established 1998 I.K. CLASSICS **GARAGE SERVICES** AT THE CARDING SHED Home of The Oil Can Cafe

Classic Car Specialists

Body Shop,
Servicing and
Mechanical
Repairs

Undertaken to all
Vintage and
Classic American
Vehicles.



Visit our Website and Blog for more
information

01484 688678

07775603706

www.ikclassicsandracing.co.uk

facebook.co.uk/IKClassics

ikclassics@gmail.com



TROJAN CLASSICS

PORTSMOUTH'S OLDEST GARAGE



Lincoln Continental Mk III, in very nice
condition, good driving car..... **£9,995**



Extremely rare 'Q' code Galaxie 500
1963, we have recently purchased with 460
Incorrect engine. The correct 427 side oiler
engine is now being professionally rebuilt and
will be refitted to make this very special and rare
car as it was in 1963 - the car can be finished in
your spec, please phone to discuss... **£34,995**



1953 V8 Chrysler New Yorker, Fulton
survivor, excellent body and chrome,
drives without fault and everything works!
Recommissioned after 10 years dry
storage and now seeking a discerning
owner!..... **£14,995**



Dodge Coronet 440, 1967, big engine -
recently rebuilt, lots of goodies, still running in,
side exhaust, excellent paint, interior standard
- dog dish wheel trims, and wheels, new MOT/
tax, very fast - sounds unbelievably good, rare to
find, unmolested example..... **£15,995**

1941 Packard Clipper Under going restoration..... **£19,995**
1949 Buick Sedanette Nearly finished..... **POA**
1956 Thunderbird, Red Starting Restoration..... **£39,995**
1969 Ford Corsair, low mileage, nice original car..... **£8,995**
1965 Ford Zodiac 2600 Executive gold..... **£9,995**
Ford Zephyr 1961 Farnham Estate, rare conversion..... **£9,995**

Choice of 70 Classic bikes, Scooters

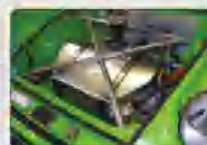
245/247 Francis Avenue, Southsea, Hampshire PO4 0AL
Tel. 023 9261 7444 Mob. 07860 844409

www.trojan cars.co.uk



Pro Alloy Motorsport, 15 Rookwood Way, Haverhill, Suffolk, CB9 8PB

SPECIALIST MOTORSPORT ENGINEERING



Pro Alloy Motorsport are one of the leading manufacturers of alloy radiators, intercoolers, fuel
systems and specialist alloy motorsport products. Our products are built to exacting specifications
by craftsmen and technicians who have honed their skills from many years of intensive research,
development and fabrication. From race cars to fast-road, through to thoroughbred classics, Pro
Alloy has the solution to ensure your car stays ahead of the competition....



BESPOKE MANUFACTURING

Pro Alloy Motorsport specialise in one-off and small batch
runs, working from drawings, photographs or physically on
the car itself. We are happy to produce bespoke items such
as radiators, fuel tanks, intercoolers, custom pipe work + more.

01440 710266

www.proalloy.co.uk

sales@proalloy.co.uk

Tweet Us
@ProAlloy

facebook.com/
proalloy.motorsport

www.proalloy.co.uk

BRENTACRE

CLASSIC AND AMERICAN CAR INSURANCE



"Mel's Drive-In" © Ian Guy - www.motoringartist.com

01792 650 933
WWW.BRENTACRE.CO.UK



BRENTACREINSURANCE

SPECIALIST INSURANCE FOR CLASSIC AMERICAN, HOT ROD AND CUSTOM CARS.

AGREED VALUES, CLUB DISCOUNTS, SALVAGE RETENTION, LIMITED MILEAGE DISCOUNTS,
MULTI-VEHICLES, DAILY DRIVER, ALL MODIFICATIONS COVERED LEGAL PROTECTION,
UK BREAKDOWN COVER AVAILABLE, HOUSEHOLD INSURANCE FOR CAR ENTHUSIASTS
UK BASED FAMILY OWNED COMPANY SINCE 1987.

Call us now or visit our website for an online quote.

REAR WINDOW

THE NEW CARS FOR 1946 – A REVIEW

Get ready to dial that time machine back to 1946. After a year of looking at Detroit's offerings for 1955, Steve Miles has gone back a decade further to look at the models for 1946 – the first since America entered the Second World War in 1941 – which were launched in the autumn of 1945...

Another month on, and we are now able to introduce you to some more of the USA's new cars for the coming times of peace. With the economy riding high, it seems that demand for new cars is heading for stratospheric levels, and the manufacturers are all clamouring to get on to that bandwagon and take advantage – sadly the UAW and the unions in the steel industry aren't playing ball.

But as we come to the last months of 1945 the choice of new cars getting to the showrooms is widening on a weekly basis, even if a few of the previously best-selling brands are still missing. We're promised that it won't be too long before you can buy a new Chevrolet or a Cadillac, but if

those are your heart's desire you'll have to be a little more patient!

The same applies to Dodge and Plymouth lovers; Studebaker are being very close-mouthed about their post-war cars but rumours about an all-new model persist – hopefully we'll see very soon. And we hear that the consortium headed by Henry Kaiser and Joe Frazer is coming together and negotiating for Ford's Willow Run factory, although it seems unlikely that we'll be seeing their car in production for some time yet; the little we've heard suggests they're planning something radically new for '47. We'll pass on what we hear – but for now let's take a look at this month's returnees to the automotive fray:

FORD

The Ford Motor Co has seemingly escaped the worst attentions of the unions, and has come back to the showrooms with all three brands in full force, so now we have one of the low-price names on sale once again. The 1946 Ford is, surprise, surprise, very much an updated version of the '42 car with a new grille and other details. The line-up is reduced by the deletion of the cheapest Special trim; for '46 you can have a DeLuxe or a Super DeLuxe, with either the 226 cubic inch Six or the familiar flat-head V8 – but the V8 is now the bigger 239.4cu in engine as previously used in Mercury, so your '46 Ford should be quite a hot little package with its 100 horsepower.

You can have any combination of trim and engine except for the two convertibles which come only with the V8 – there's the regular Super DeLuxe soft-top, or a really fancy Sportsman convertible which has its doors and rear body overlaid with mahogany

panels and white ash trim, giving it a stylish look resembling the station wagon – not surprisingly perhaps, it's not cheap at \$500 over a regular convertible. A six-cylinder DeLuxe Coupe will cost you \$1074; the Sportsman \$1982, so the under-1000-dollar Ford is no more!

FORD'S OUT FRONT
WITH THE LIVELIEST ENGINE
IN THE LOW-PRICED FIELD!

The new 1946 Ford V8 has full size bodied horsepower. It's a V8 right... a powerful and more flexible than any other car in the low-priced field. Ford is the most against performer of them all. In traffic, on the expressway, even in the hills, you'll find Ford's V8 power and only feeling has an extra feeling of being so well.

The new Ford V8 is also economical – it's an aluminum piston and balanced valvetrain make it extra efficient! See this new car at your friendly Ford Dealer's today.

There's a Ford in your future

OLDSMOBILE

Away Out Ahead - Automatically!

with HYDRAMATIC DRIVE

Proven in seven years of steady service... still the newest thing in driving! Optional as extra cost.

How much of time to you give out ahead... smoothly, automatically... to the brilliant new Oldsmobile with GM Hydramatic Drive? So bright headlights, ring to city, get away shift gears, you never touch a clutch. There's no clutch pedal in the car. You step on the gas... you never... you step on the brake Hydramatic Drive does all the rest... automatically!

And the new Oldsmobile is just as new on the eyes as it is in the driving! Its smooth, radius-riding, and carefully appointed exterior are clearly setting the pace for next year's car - setting a standard... winning admiration... automatically!

Discover these 2 features in the 1946 Oldsmobile... the new power windows and doors.

A third GM manufacturer is back in production. Chevy and Cadillac are still suffering the attentions of the UAW – we'd guess that Chevrolet management must be spitting bricks right now!

But the '46 Olds is arriving in the showrooms any time now, and a good-looking car it is too – the extraordinary fussy front of '42 is gone in favour of a very simple grille of curved bars.

The new cars have gained names too. The Special 66 is bottom of the pile, with the 119in wheelbase and 238cu in L6 engine – there's no 68 model now, so you move up to the Dynamic Cruiser 76 with the L6 in the 125in chassis; there's the Dynamic Cruiser 78 which drops the 257cu in L8 into the same chassis, and they top things off with the Custom Cruiser 98 on the 127in wheelbase. Body styles in the longer cars are as before with a choice of sedans, the 98 adding a convertible, but the 66 line is cut by the deletion of the business coupe and town sedan. A 66 club coupe will cost you \$1407; the 98 convertible \$2040; and uniquely you can opt for Oldsmobile's clutchless, automatic-shifting Hydramatic Drive.

If you're patient, we fully expect the remaining pre-war manufacturers to be back in production very soon; and there are the possibilities of new names coming to the motoring scene, even if it seems likely that they will take a while yet to develop their plans into a saleable car.

MERCURY

Mercury too is back with a revised 1942 car – looking a little classier with its new, fancier grille design, the '46 Merc is tagged as the Series 69M. There's only one trim level, as before, but that's a good step above the top Ford line, and the same list of models is there as we knew from before the war with the addition of a Sportsman convertible with its wood-trimmed body like the Ford. As with every manufacturer, costs have risen since production halted so the cheapest Mercury, the two-door sedan, will now cost you \$1448; Merc's Sportsman is \$2209, the station wagon \$1729. Only engine is the



same 239cu in V8 that you can now have in a Ford, so style and comfort are the criteria to make you pay the extra for your Mercury.

DE SOTO

The De Soto is back too. Here though the list of models is cut somewhat – the same two lines are available in DeLuxe or Custom, but the convertible and long-wheelbase seven-seaters only come in Custom trim now, and the town sedan is deleted altogether. But there's a new eight-passenger Custom Suburban sedan which has a folding back seat that opens into the trunk space for a huge luggage capacity, and a utilitarian wood-paneled interior. Styling is similar to the '42 car again, but the appealing hidden headlights have gone, victim of production costs; all models use the same 236.6cu in flathead 6, its power also cut slightly to 109bhp; Fluid Drive is again available in De Soto too. De Soto prices start at \$1331 for a DeLuxe business coupe and rise to \$2093 for the Suburban sedan.



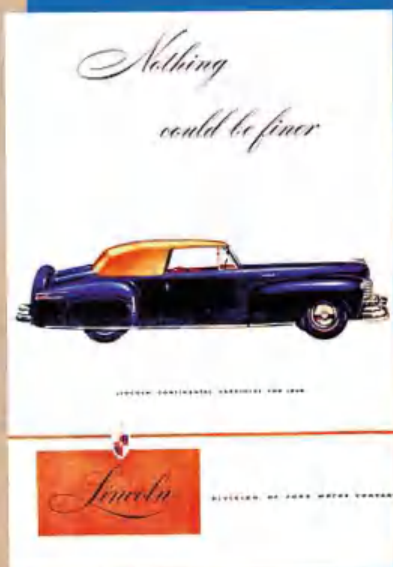
CHRYSLER

Also back to fight over the luxury car market is Chrysler. And perhaps surprisingly, Chrysler is offering the same expansive line of models as it had back in '42, from the cut-price Royal right up to the New Yorker. The only reduced line is the Crown Imperial, now only listed as the eight-passenger limousine; and there's what they are calling the Town & Country series – wood-trimmed bodies like the Fomoco Sportsman line, but available as both a four-door sedan and convertible, with either six- or eight-cylinder power.

Royal and Windsor lines on the 121.5in wheelbase have the 250.6cu in L6, Saratoga and New Yorker the 323.5cu in L8 in the longer 127.5in chassis – both are cut slightly in power to handle the current cheap gas, and you can opt for the Fluid Drive clutchless transmission; appearance is not unexpectedly similar to the 1942 cars with a more massive-looking grille to set them apart. Prices range from a low \$1431 for a Royal business coupe right up to \$2743 for a T&C convertible; the Imperial limo will cost you \$3875. ★

LINCOLN

Lincoln is back in the luxury sector too, to compete with the already available Packard. The choices are down somewhat from '42 – the long-wheelbase Custom is gone, and the Zephyr name is no longer used for the regular 125in wheelbase cars; the three-passenger coupe is deleted too. Your new Lincoln comes as sedan, club coupe or convertible, with the option of Custom interior trim; and the Continental is coming back too, in hard or soft-top form as before; all have a revised, heavier-looking grille, and all have the same flathead V12 engine although that's reduced in size to 292cu in to live with the low-test gas which is all you can get right now. Lincoln prices run from \$2318 for a club coupe up to \$4474 for the Continental Cabriolet.



And that, for now, is it. If your dollars are burning a hole in your pocket and you can't wait to get your hands on a shiny new car, those are your immediate choices – but wait a while longer, and we'll see all the old brands back in their showrooms. And if the tales we hear are true, a few new names to compete with them too! We'll be back next month with whatever further news there is of returning passenger-car availability, if your patience will hold out until then...



Club news & Events

Classic
insurance
redefined.

Tailor your classic car
policy to suit your needs.

Choose from a
wide range of
cover options.



Call our friendly UK
team for a quote today:
0333 207 6024
or visit footmanjames.co.uk
@Footman_James



**Footman
James**

Part of the Towergate Group

VSCC Loton Park Hillclimb

Loton, Shropshire, September 12-13

Loton Park has been the ancestral home of the Leighton family for more than 300 years, and is a magnificent 17th century country mansion set in the rolling hills of Shropshire, close to the Welsh border. Set within the deer park, the 1475 yards hillclimb course is extremely picturesque for spectators and challenging for all entrants. Hillclimbing has taken place at Loton Park since 1960, and the first VSCC event took place in 1992.

This mid-September meeting marked the last VSCC hillclimb event of 2015, and attracted a bumper entry of cars, including a number of Yanks, one of which was Hugh Mackintosh's 1917 Hudson Super Six Racer recreation, entered in Class 7 for Automobile-Engined Edwardian Cars. Hugh was enjoying driving the car in its inaugural year, following an in-depth five-year rebuild to as near original specification as possible.

In 1917 Hudson built four original Super Six race cars, of which only one survives in the Samsung Motor Museum in Korea. "I've built this car exactly as it would have been built at the factory," explained Hugh.

"This has involved shortening the chassis by 20 inches, then I fitted the body on top and installed a 4738cc straight-six engine with twin carburettors and a racing manifold. The straight-six Hudson engine is the first fully counterbalanced six-cylinder engine in the world."



Hugh Mackintosh's 1917 Hudson Super Six Racer.

Another Yank entered in Class 7 was Andy Lloyd's 1913 Chalmers 17. Hugh Chalmers of NCR Cash Registers fame sold his company and in 1906 purchased a small car company in Detroit and named it Chalmers. Andy purchased the car as a rolling chassis project at the Beaulieu Autojumble several years ago. Five months later, he put it on the road – fast work indeed. During the winter of 2013 he refreshed the original engine, and found some Lister Petter pistons with the correct diameter which were modded to suit. Valves from a

Caterpillar D9 bulldozer were also modified and fitted.

Having engineering skills certainly comes in handy when working on old Edwardian cars.

Nick Leston had entered a 1929 Lovell Elkhart Sprint Racer in Class 16 for Pre-1941 Racing Cars over 3000cc. Nick's car is powered by a stock Ford Model A engine that's been further tuned, which is coupled to a three-speed Model A gearbox, the rear axle is Ford Model A, but the front axle is Chrysler. The car was purchased as a pile of bits around 35 years ago from a fellow

VSCC member who later became chairman. In period, this type of dirt track racer proved very popular in the US. Nick has enjoyed racing his Sprint Racer for 30 years!

Best place American car at the meeting was Nick Leston's Sprint Racer – second overall in class and first vintage with a time of 69.93 secs. Andy Lloyd took first handicap in his class, with a time of 100.77 secs in his Chalmers 17; Hugh Mackintosh's time was 83.35 secs in his Hudson Racer.

Words & Photography: Paul Bussey



Andy Lloyd's
1913 Chalmers.



Nick Leston's 1929
Lovell Elkhart Sprint Racer.

Alders *Automotive Transmissions*
Phone: 01323 848448
www.aldersautomotive.co.uk

EVANS **PERFORMANCE** **WINNERS** **f**

All Classic & American Transmissions Reconditioned
 We recondition all transmissions from the 1940's to Present day.
 We have the latest diagnostics equipment and full workshop facilities for installing your transmission

Racing Transmissions & Torque Converters
 Custom built racing transmissions. For all applications, from street & strip, to all out drag racing and off road applications,
 We also rebuild & upgrade Toploaders, T10's & Muncie's.
 Ideal for FIA historic circuit racing.

Overdrive Conversions
 We have conversions available for most popular American vehicles including Chevrolet, Ford & Pontiac.
 Gearvendors overdrives also available.

Alders Automotive, Units 4 & 5 Northfield Business Park, Lower Dicker, East Sussex, England, BN27 4BZ

Classic Car Restoration & Welding Specialists

IMPERIAL MOTORCARS

- Panel Beating & Welding
- Painting & Bodywork
- Storage available
- See website for other services/offers

Based in Worcestershire

07779 433 235
 01299 488 753 **www.imperialmotorcars.com**

American Classic Automotive

Specialists in care and maintenance for all American and classic vehicles
Performance tuning and modifications
Accident damage, paintwork and restorations

The Old Romney Theatre, Merton Road, Ambrosden, Oxfordshire OX25 2LU
 Tel. 44 (0) 1869 601028
f americanclassicautomotive
www.americanclassicautomotive.com

Copper & Copper Nickel Brake Pipe Sets
 Made in the UK for ANY car

VERY EASY TO FIT

WILL NOT RUST

DOT5 Silicone Brake & Clutch Fluid

Making your own brake pipes? We have everything you need

- NEVER NEEDS CHANGING
- WILL NOT DAMAGE PAINTWORK
- REPELS MOISTURE
- INHIBITS CORROSION
- WILL NOT CATCH FIRE EASILY
- CONSISTENT SAFE PERFORMANCE FOR THE LIFE OF YOUR CAR

AUTOMECH.CO.UK 01280 822818

AUTOMATIC TRANSMISSIONS

Classic American

Homefield Garage, Ship Lane, Sutton at Hone
 Dartford, Kent DA4 9EE
 tel. 01322 865757
 mob. 07815 642767
 fax. 01322 868886

Classic Car Specialist

web. www.homefieldgarage.co.uk
email. rogers2homefield@aol.com

ROGERS **MOST MODELS**

CADILLAC PONTIAC BUICK HUDSON OLDSMOBILE.
 HYDRAMATIC DUAL RANGE AND JETAWAY DUAL COUPLING BOXES ON EXCHANGE BASIS OFFERED

Castrol

SPECIALISTS IN CAR SHIPPING AND TRANSPORTATION
 Worldwide export and import services

RJJ

- Customs clearance • UK & European collection & delivery
- SAFE • SECURE • COMPETITIVE

t: 01394 695566 f: 01394 673031
 kevin.lewis@rjjfreight.co.uk chinita@rjjfreight.co.uk **www.rjjfreight.co.uk**

American Auto Services

SERVICING AND REPAIRS / BODY REPAIRS / IVA
TYRE FITTING / AIR CONDITIONING / PARTS SERVICE

For friendly help and advice call or email us:
020 8754 1160 / 07971 609828
 Email: info@americanautoservices.co.uk
VISIT OUR NEW WEBSITE:
www.americanautoservices.co.uk

autopanel
 paint • panels • parts

Paint Mixing Specialists

Wide range of American Colours
 GM, Ford, Chrysler...

Available in 2 pack, base coat and cellulose

Official stockists for Hobbyweld products

0191 492 2525
autopanelsnortheast@gmail.com
www.auto-panels.co.uk



Classic insurance redefined.



Call our friendly UK team for a quote today:

0333 207 6024

2015

DECEMBER 26

ROMSEY'S ANNUAL BOXING DAY

PRE '76 CAR & BIKE MEET

Taking place at the Aldi, Crossfield hall and bus station car parks in Romsey town centre from 9am to 1pm, this will be the 14th year and as always it is a free event. Sponsorship once again from Adrian Flux Specialist Car Insurers. Organiser Steve Biddlecombe has collected for various charities over the years and raised £14k for Prostate Cancer UK the last few years - once again they are the chosen charity, due to the popularity of the charity with attendees. A huge attraction amongst locals and attracts massive crowds and vehicle numbers, which have peaked (due to space limitations) to approx 700 cars & 200 bikes, some from as far afield as Northampton, Exeter & Maidstone in the past! Check out the website for full details, picture galleries and vehicle classifications etc and feel free to drop Steve a line should you need any further info or to use any pictures at all. NB This event is only open to Pre-1976 European Cars, Bikes and Commercials and Pre-1986 American Cars and Hot Rods.

See: www.romsey-classiccarandbikemeet.co.uk

DECEMBER 28

ICENI C.A.R. CLUB

BRASS MONKEY RUN

Once again it is time to get away from the turkey, the usual festive war films or the in-laws. Dig out your bucket and spade and join us for our run to the seaside on the North Norfolk coast.

Leave the Ram Public House, Brandon (on the Suffolk / Norfolk border) at 10am and arrive at the Captains Table, formally the Ark Royal Public House, in Wells-next-the-Sea at 12-ish (a distance of just over 40 miles); stopping off at Swaffham to re-fuel and refresh as necessary. The Ram, Brandon - leave 10:00 (travelling fifteen miles, approx 20 mins) to Waitrose, on the Fakenham Road (A1065), at Swaffham (Next to Eco centre) - arrive 10:20-ish. Leave 11:00 (travelling 25 miles, approx 45 mins) to Wells.

For more details call Tony 01842 810720 or Carl 01842 815637, or e-mail: icenicarclub@tfsmail.net

2016

APRIL 24

KENT'S ALL FORD SHOW to be held at Aylesford Priory, Aylesford, Kent ME20 7BX.

Tel. Geoff Martin 01732 840 787 or 07860 797969 See www.kentsallfordshow.co.uk for more info.

JULY 2-3

CARS & STRIPES AMERICAN AUTOFEST

Showcasing all things Americana, this event appeals to people of all ages, bringing together all the razzmatazz from across the pond to the home of the UK's only-banked Oval Circuit. Tickets are now on sale visitors can buy an adult weekend ticket at 2015 prices when bought as part of the early bird promotion. The 2-day pass costs a budget-busting £15 if purchased before midnight on December 31. Tickets include access to an unreserved Grandstand seat, providing unprecedented views of the whole track, however visitors will be able to roam the venue and catch all the action from infield viewing areas and top of the pit roof garage.

An array of American beauties representing all sections of the automobile world from across the decades, will be taking part in the static Cars & Stripes Show 'n' Shine Competition as well as parade laps on track. There will be the opportunity to experience the incredible thrill of being within touching distance of the infamous Rockingham wall in a genuine NASCAR or drive an American muscle car on the infield circuit. If that wasn't enough, the Pick-up Truck Championship will be back to provide the racing action with Mark Willis looking to defend his Rockingham 100 title. A firm favourite with the home crowd, drivers will battle it out at breath-taking speeds to be crowned 2016 champion. Away from the track, live music on the Cars & Stripes stage, family entertainment, children fun fair rides and attractions, trade stands and American-themed food and drink outlets, including the Rockingham Diner. FREE entry to children aged 15-years and under,

and a complimentary carer ticket for adults who are registered disabled, Rockingham prides itself on making motorsport accessible to everyone and is one of the most family-friendly UK motor racing venues. Advance bookings can be made on-line at www.rockingham.co.uk/cars-stripes or by calling the ticket hotline on 01536 500500.

JULY 17

KENT'S KIT, CUSTOM AND AMERICAN CAR SHOW to be held at Aylesford Priory, Aylesford, Kent ME20 7BX. Tel. Geoff Martin 01732 840 787 or 07860 797969. See www.kentskitcustomandamericancarshow.co.uk for more info.

AUGUST 5-7
11th DONCASTER ROADRUNNER HOTROD SHOW
Customs classics, rods, trucks, bikes, trikes. Camping from Friday. Fancy dress Sat night bar/showers, band/dance hall, food hall, Sat cruise, Sun trophies show 'n' shine. More information www.doncasterroadrunner.co.uk Tel. 07833 114635.

SEPTEMBER 11

KENT'S CLASSIC CAR SHOW to be held at Aylesford Priory, Aylesford, Kent ME20 7BX. See: <http://www.kentsclassicarshow.co.uk> for more info.

Cruises

ANGUS - East Coast Cruisers (Scotland) American & Custom Car Club. Cars 'n' coffee meeting every Thursday around 19.00. For details of location in current week, please call or email Blair on 07810 123145; email: softtopmustang@gmail.com

AYRSHIRE - Meet at The Odeon, Victoria, Kilmarnock, noon on fourth Sunday of the month, cruise at 1pm.

BATH - Second Tuesday of the month, at the Forum and Firkin, opposite Theatre Royal, Barton Street, Bath, Somerset. 7.30 for 8.30 line-up outside. Call 07074 400500 for info.

BATH - Meet & Greet, first Saturday of the month, 1-4pm, Bath Classic & American car company, BS39 5AA. For more info call Neil 07850 529940.

BEDFORD - Ouse Valley CC meets at Interchange Retail Park, Kempston, 7.30pm, last Sunday of the month, April to October. Cruise into Bedford 8pm. Call Mark, 07903 049489 or Dave, 01234 357740.

BEDFORD - Meet The Priory Marina, Barkers Lane, 7.30pm on the third Thursday of the month April-October. Tel 07957 811696.

BERKSHIRE - Third Saturday of the month.

Berkshire Area Mustang Owners' Club meet (but all American cars and enthusiasts welcome). Venue varies, but always around the Newbury area. 11.30am meet for a midday lunch. Please visit the Shows & Cruises section of www.mocgb.net/forums for details.

BIRMINGHAM - First Thursday of the month, AACI area meet at The Kingsley, Kingsbury Rd, Minworth, near Jct 9 of M42 from 7.30pm. Tel: Dave 07941 298365

BIRMINGHAM NORTH - AACUK meet second Weds of the month 7.30pm at The Towers, A34 Walsall Rd just off M6 Jct 7. For details call Ken 0845 644 0387.

BIRMINGHAM SOUTH - AACUK meets last Wednesday of the month, 7.30pm, at The Wharf Hotel, Hockley Heath, A3400 just off M42. Everyone welcome. Call Alan on 0845 644 0358.

BRADFORD - AACI Meet 'n' Eat, The 6 Acres, 119 Westgate Hill Street, Bradford, BD4 0RZ. Last Wednesday of the month, 7.30pm onwards.

BRIGHTON - Jukebox Show and 1950s, 60s and 70s Retro Fair at Brighton Racecourse. All enquiries contact 0208 393 2444 or email: jukeboxshow@hotmail.co.uk

BRISTOL - AACUK meet on the first Sunday of each month at the Golden Heart Pub, Winterbourne, Bristol, BS36 1AU. Call Steve on 07792 185083.

BUCKINGHAMSHIRE - American cars, rods, and bikes etc. Meet at The Harte and Magpie, Amersham Road, Coleshill, near Amersham, Bucks HP7 0LU. Meet from 7.30pm to 11pm onwards on every second Tuesday of the month. Call Richard for more info on 07879 255249 or email: richard72@hotmail.co.uk

BUCKINGHAMSHIRE - Milton Keynes/North Bucks - Join our friendly gathering of enthusiasts on the second Wednesday every month at the Prince George, Portishead Drive, Tattenhoe, Milton Keynes MK4 3FA from 7pm on. All American/Canadian/Australian car fans are welcome whether owners or not! For more info call Steve on 07792 497116 or Chris on 07775 898456.

CANNOCK AND WOLVERHAMPTON - AACUK meets on the third Tuesday of each month at The Moreton Arms, 2 Springfield Lane, WV10 6PX. Jct 2 of the M54 onto A449 Wolverhampton then left at second lights. Contact John Latham on 0845 644 0346.

CHESHIRE - American Auto Mags Cruise April to October inclusive, 1st and 3rd wednesdays each month from 6.30 ish. November to March inclusive, from late morning on the third Sunday each month at The Hollow Tree Pub, on the A49 just off the M56 Junction 10. (Postcode WA4 4LX.) For information: www.americanautomags.com or call 01606 888324.

CHESHIRE - AACI Route 56 Cruise, first Monday of the month, 7.30pm at the Hollow Tree pub, by Jct 10 of M56. Family pub with restaurant, kids' play area. Charity raffles etc. All welcome. Tel: Brendan 07909 918995, Angie 07801 656590 or go to www.route56cruise.co.uk

CORNWALL - Surf Coast Cruisers meet first Saturday of the month at Starbucks, Chiverton Cross (A30) 6pm and then cruise out and third Saturday of the month at McDonalds, Hayle 6.30pm then cruise St Ives. Contact Adrian on 07717 477107.

CORNWALL - First Saturday of the month, meet McDonalds, Fraddon, on the A30, 7pm, then cruise Newquay. Tel 01208 814210.

CORNWALL - Cornwall American Car Owners meet third Saturday of the month at the Victoria Inn, on the A30, Roche, 7.30pm. Tel. Andy 01726 860172

CORNWALL - Meet at Route 38 American style Diner, on A38 at Trerulfoot Roundabout. Meet from 12.30 every third Sunday of month. See website for cruise info www.route38carclub.co.uk Contact: Steve on 07768 267104 or 01822 854675.

COVENTRY - Sunday lunchtime and other meets throughout the year. Paul on 07866 547141 or email AACIwarwick@AmericanV8.co.uk

CROYDON - Second Sunday of the month, Valley Park, Purley Way (A23), near Ikea/McDonalds, 4.30pm. Tel Derek on 07724 752512, or Brian 01737 556499 or 07836 367317

DARLINGTON - Last Friday of the month, April to September. Quaker Cruise, McDonalds, Morton Park, off A66 bypass 7.30-9pm, then on to the Fighting Cocks. Details from Cath 01325 350268 or Ian 01325 288365

DEVON - Devon Cruisers - Custom Classic and American. Meet at 2pm on the third Sunday of the month from April to September at various locations. Please see us on facebook for further details or contact Craig on 07973 471125.

DEVON - Informal meet at Chandlers Bar, Queen Annes Battery Marina, Plymouth PL4 0LP every Sunday morning from 10am. All cars welcome.

DEVON - Exeter. Anyone interested in becoming part of a new cruise in the Exeter area, please contact Chris on 07912 559819 or email crazyhatman@hotmail.com

DEVON - BURNOUT Auto Club - Custom Classics and American meet at 3pm and Cruise from the Wrey Arms, Sticklepath, Barnstaple, third Sunday of the month April to September. Contact Craig 07973 471125 or see us on Facebook.



Shows highlighted in white are car of the year events

DORSET - Third Monday of each month at the Old Thatch, 285 Wimborne Road West, Ferndown, Dorset BH21 7NW from 7.30pm every Sunday at Viewpoint, Parkstone, Poole from 2pm. National Can-Am Car club 07989748094

DUNDEE - Meet on the last Sunday of the month at The Craig Tay hotel, Broughty Ferry Road, Dundee from 7.30pm. Tel: Ally 01382 801038

DUNDEE - The Knightriders meet every Tuesday, 7.30pm, at The Marmalade Pot, Riverside Drive, Dundee, just west of Dundee airport. All welcome. Tel: Kenny 01382 770958 or see www.v8block.pwp.blueyonder.co.uk

EDINBURGH - Meet on the last Saturday of the month at KFC, Craigleith, about 8pm, then cruise along Princes Street to West Maitland Street. See www.ill-eagle.co.uk

ESSEX - Bungalow Diner at Marks Tey, 45 London Road. CO6 1EB. Every 2nd Thursday from 7pm is hot rods, rat rods, customs and yanks. Call 01206 210 972 or see: www.bungalowdiner.co.uk

ESSEX - Meet at Bobby Jo's 50s Diner, 11-12 Eastern Esplanade, Southend SS1 2ER every Thursday evening from Easter to October. Free tea and coffee for owners of American or classic cars and 10% off food. Large car park opposite diner.

ESSEX - American Independents Car Club meets twice monthly, 8pm, second Sunday and last Tuesday of the month, at the Albion Pub, A13 r/bout, Rainham. Tel: Rita on 0208 501 0142.

ESSEX - Meet at The Dick Turpin, A127 Southend arterial road, Wickford, every Wednesday from 8m. Call Frank on 07986 909423

ESSEX - The AACI Essex meet on first Saturday of month, 7.30pm, Holmwood Farm, Slough Lane, Danbury CM3 4LX. Tel Tony 07836 246902.

ESSEX - Meet every Wednesday at Frankie & Benny's, Gallies Corner, Braintree, 8pm. Tel: Robin on 07721 793308

ESSEX - Mustang Owners' Club GB Essex Group. Now meet every third Fri of the month at The Fox & Goose, Ongar Road, Cooksmill Green, Chelmsford, Essex, CM1 3SN T: 01245 248245 e-mail: info@foxandgoosepub.co.uk from 6pm onwards. For more info email: Les Hughes, lesuze@ntworld.com

ESSEX - The Pontiac Drivers' Club meets on the third Monday of the month, 8pm, at the Green Man, Tyers Road, Roydon Hamlett. Tel: Graham on 01268 473492, Joanne on 01268 419652 or see www.pontiacdriversclubonline.co.uk

FIFE - Meet on the second Sunday of the month at KFC, Fife Leisure Park, Jct 3 of M90 from 6.30pm, April to October. See www.ill-eagle.co.uk or StewartDrk@aol.com

GREAT YARMOUTH - GYAAC meet at the White Swan, North Quay, Great Yarmouth every Monday from 8pm, May-Sept. Tel: 01493 740863 or email mail.toll@ijt.co.uk

GUILDFORD CRUISE - Burger King, Ladymead Retail Park. First Sunday of the month. Tel: Roy on 01483 856744.

Want your event listing here?

We need all details in writing, so you can either post them to us at Classic American Events, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR, e-mail to email@classic-american.com or fax to 01507 529399. It's free, and your listing will stay on these pages until the event has passed.

Battery Fighter®

Will your battery be ready when you are?

Intelligent Chargers & Conditioners

Available again in the UK – a wide range of intelligent battery chargers & conditioners from Battery Fighter® that can be left permanently connected to your vehicle and ensure that it will be in a condition that is ready to start your vehicle even after being "laid up" for many months.

Available in a range of sizes for all types of battery with some of the range that are waterproof for rugged conditions – there is a model that will suit every application.

All fully "CE" tested and with 1 year warranty

For full details and how to buy visit:

www.batteryfighter.co.uk 08448 221454

6V, 12V & 24V
VERSIONS
NOW IN STOCK
Please contact
us for details



Car Covers

from Cover Systems (ca)

www.cover-systems.co.uk/ca

PROTECT YOUR INVESTMENT

► PRICE EXAMPLES BELOW - please phone for the price of a cover for your car

	In-Garage	Outdoor
Corvette C4	£96	£151
New Yorker	£102	£165
Mustang Mk3	£96	£151
Thunderbird	£100	£158
Olds Delta	£106	£251
Firebird	£98	£154

► All prices include: VAT, FREE DELIVERY and HOLDALL

► We cover cars from 6' - 30' - all shapes, all sizes

01933 410851

Mon-Fri 9-5.30, Sat 9-12.30
Rushden NN10 0YD



County Classics

Gloucestershire

CADILLAC SRX SPORT LUXURY

(Rare right hand drive) 2009, one owner, 26,996 miles, service history, fabulous 4 wheel drive, 7 seater, cross over sports S.U.V.

Northstar 4.6 engine petrol/LPG converted, metallic smoke blue, dark grey leather, UK Sav Nav etc, fully loaded vehicle everything electric, 2 cameras.
www.countyclassics.co.uk for photos, video and more spec.



www.countyclassics.net Email: andyferry@hotmail.co.uk

Tel: 01452 731289 or 07595 218406

Ancestor of all the Cobras Tojeiro Chassis 001

Tojeiro racing car chassis 001 built in 1952 by John Tojeiro is the very first in the line of all AC roadsters.

It can be found in the book "British Racing Green" by Pritchard and in Graham Gaulds book "TOJ, John Tojeiro The Man and His Machines". 001 is a landmark design and along with its fantastic history, it is eligible for most every historic event in the world ie. Goodwood Festival, Monterey Historics, and Mille Miglia.

Shortly after the build of the Tojeiro, Chris Threlfall purchased it from John Tojeiro and he later sold it to James Flander in 1954. James Flander raced 001 in 54 season including Brands Hatch International.

Under ownership of James Flander 001 was rebodied to a full bodied car in 1954 and converted at some time to an MG XPAG 1446 cc motor due to the results of a crash. The chassis and underpinnings remain unchanged. The final British owner Henry Scrope sold the Tojeiro to a buyer in San Francisco in December of 1964. The Tojeiro was mechanically disassembled for the rebuild and has been left in waiting for all these years. Drivetrain, body and interior as run by Flander. Inclusion of all pictures, original shipping and correspondence documents dating back to 1952 contained in archival protectors.

Tel: 00 17077 471289 Email: hfabracing@aol.com

Web: www.halfabracing.com



1955 Chevrolet Corvette Roadster

Representing a truly superb all American Sports Car with matching numbers, the 141st of only 700 manufactured. Pennant Blue with Beige interior, and a canvas convertible top, side curtains, sporting Black California plates, this is the last year for the remarkable series one body style, as well as the first Corvette with the exaggerated "V" script introducing the new

265 CI and 195 HP V8. Better drive ability and reliability due to twelve volt electrics and a 2-speed Powerglide transmission option, perfect for daily driving or a special occasion. It has been driven less than 1700 miles since its frame off, restoration.

Odometer: 1672 VIN# VE55S001141



\$120,000

Email: hfabracing@aol.com Tel: 00 1707-747-1289

Web: www.halfabracing.com

THE IDEAL GIFT FOR YOURSELF, OR THE CAR NUT IN YOUR LIFE!

Calendars, Mugs & Mousemats

A3 size calendar - £12
(includes postage)

Limited Edition print
(only 100 copies worldwide)

FREE GIFT WITH EVERY PURCHASE

www.motor-art.org 07599 007103



Stevenage Insurance Services Limited

SPECIALISING IN AMERICAN & CLASSIC VEHICLE INSURANCE FOR OVER 30 YEARS

CLUB MEMBER DISCOUNTS

LOW MILEAGE DISCOUNTS

COVER AVAILABLE FOR EVERY DAY USE VEHICLES

AGREED VALUE FOR OLDER CLASSICS

01438 313251



www.StevenageInsurance.com



Classic Sports and Modern vehicle storage in
Bristol and North Somerset

Tel: 07776 196796

www.premiervehiclestorage.co.uk

Email: pvsemail@msn.com



Classic insurance redefined.



Call our friendly UK team for a quote today:

0333 207 6024

HAMPSHIRE – South Coast Teds Rock 'n' Roll Club monthly Record Hop and Bands, at Twyford Social Club, Queens Street, Twyford, Hants. For more info tel. Dave 07580 027468; Steve 07739 635044; Glenn 07804 281146.

HAMPSHIRE – Victory Wheelers meet first and third Wednesdays at The Plough, Portsmouth Road, Bursledon, Southampton SO31 8BT. 8.30 to 11pm.

HAMPSHIRE – meet in Hampshire at The Royal Oak, Christchurch Rd, Downton, Lyminster, Hampshire, SO41 0LA. On the 4th Sunday of each month at 2pm onwards. Very large car park. Pub grub and drinks available, bbq outside on most meets. We also have a DJ playing 50s/60s music on every meet from 3pm. All classics of American/British/European/Japanese Customs and Hotrods and all classic and custom motorcycles very welcome. Contact Derek 07717 791912 or Mark 07734 168954.

HARROGATE – Harrogate Knights CC "End of Month Cruise". Meets last Saturday of the month from 5pm, McDonalds, St James Retail Park, Grimbald Crag Way, Knaresborough, Nr Harrogate.

HEMEL HEMPSTEAD – Hemel Valley Cruisers meet at the Marchmont Arms pub, Piccotts End, every Thursday, 8pm. Tel: Nick 07958 764045 or see <http://nickstep.cwc.net/index.htm>

HEREFORD – American & Hot Rod Club meet first Thursday each month at The Grandstand, Grandstand Road, Hereford HR4 9NH. Everyone welcome. Contact Mark at westernautos@mac.com or phone 01432 358518

HERTFORDSHIRE – A602's Cruise Night is every third Wednesday of the month from 7pm onwards at the Three Horseshoes, Hooks Cross, Watton at Stone, Hertfordshire SG14 3RY

HERTFORDSHIRE – A602's Breakfast Club is every first Sunday of the month from 10am onwards at the Harvester, Roaring Meg Retail Park, London Rd, Stevenage, Herts SG1 1XN (Chairman) Stewart.

HERTFORDSHIRE – LA Roadsters and Pontiac Owners' Club meet first Saturday of each month from 11am to 2/3pm at The Crocodile Pub, College Road, Cheshunt, Herts, EN8 9NQ. Big car park, kids welcome. Call Andy K on 0208 801 1953.

HERTFORDSHIRE – Mustangs and Mopars meet at the Three Horseshoes, Hooks Cross, Watton-at-Stone, Herts on the A602, second Wednesday of the month from 7pm. Contact www.mocgb.net

HULL – The Yorks Yanks meet at The Sandpiper, Melton Park HU14 3HE, on the first Sunday of the month at 6pm onwards. Yanks, rods, classics, cars and bikes all are welcome. See our website and free to join forum for details. www.YorksYanks.co.uk

IRELAND – GAScc meet on either the first or third Wednesday of the month at the Viaduct Inn, Bandon Road, Bishopstown, Cork. Check www.gascc.ie for latest information.

IRELAND – The Southcoasters meet on the second Wednesday of the month at the Viaduct Inn, Bandon Road, Bishopstown, Cork. Check www.southcoasters.ie for latest information.

IRELAND – Cadillac's of Ireland Register. Email Nick Stratta on cadillacsireland@gmail.com or call on 085 828 9922 (Ireland) or 07775 704205 (UK)

IRELAND – Kilbeggan Co. Westmeath. The Midland American Auto Club (MAAC) meets at their clubhouse opposite Kilbeggan Racecourse at 7.30pm every Thursday evening. Kilbeggan is off junction 5 of the M6. All are welcome, new and old faces. See website www.maac-ireland.com or facebook www.facebook.com/miland.american. auto.club for more details. Or speak to Joe Keenan (Club Chairman) on 0872 388400, Eamon Fidgeon (Club Secretary) on 0871 271015 or Nick Stratta (Club PRO) on 0858 289922. If dialling from outside Ireland drop the leading zero and dial 00 353, so 00 353 87 for example.

ISLE OF MAN – First Wednesday of the month, various venues, see www.manxyanks.com

KENT – The Pontiac Drivers' Club meets first Wednesday of the month, at The Moat, London Road, Wrotham, Kent TN15 7RR. Tel: 01795 476796 for information.

KENT – Third Sunday of the month, 4.30pm, at Dover Seafront, then up to Tesco car park, White Cliffs Business Park, Whitfield, Dover. All classic vehicles welcome. Tel: Nick on 07412 530608.

KENT – Kent Mustang Owners meet first Saturday of the month from 6pm at American Diner, Ashford, Jct 9 off M20, follow A28 signs. Tel: Kev 07900 262699 or Steve 07867 977279 for details.

LANCASHIRE – The Swan Hotel, Hindley Green, Wigan A577, second Tuesday of the month. All welcome. Tel: 01942 522692 or 01942 254868.

LANCASHIRE – Rawtenstall cruise, now at the Cobblers Inn, New Hall Road, Rawtenstall, just off the M66. Second Friday of each month from 7pm March-September. Good food, kids' play area, everyone welcome. Contact John at rawmopar@talktalk.net for more info.

LYTHAM ST ANNES – Fylde Rugby Club floodlit car park, Blackpool Road, Ansdell. Second Thursday of the month, 7pm onwards. Food and drink available. Tel: Richard 01253 735314 (day); 01253 722057 (eve).

LEEDS/BRADFORD – LA Cruisers meet at the Spotted Cow, Whitehall Road, Drighlington, Leeds, every Tues, 9pm onwards. Tel: 0113 252 7923 or www.lacruisers.org.uk; la.cruisers@ntlworld.com

LEICESTER – AACI meet last Saturday of each month at 2pm at The Elms, Rugby Road, Lutterworth, Leics LE17 4BP. All clubs, customs, rods, bikes etc. welcome. Call Ozzy on 07845 886240 or email ozzymotorsports@hotmail.co.uk

LEEDS – Second Saturday from 7.30pm at the Burger King, Jct 1 of the M621, Leeds.

LEICESTER – AACUK meet third Wednesday of each month at The Plough Inn, Burrough Road, Ratby, Leicester LE6 0XZ. Live Rock 'n' Roll DJ. All clubs and vehicles welcome from 7pm. Call Roger on 0116 259 5276 or 07802 370 645 for details.

LICHFIELD, STAFFS – Bowling Green, Lichfield, Jct of A461 and A51, third Wednesday of the month, 7.30pm. Call Tony on 01543 675666 or www.rodling.co.uk

LINCOLNSHIRE – Witham and Blues, Langrick, PE22 7AJ. Petrolheads, every Tuesday, starts at 7pm.

LINCOLNSHIRE – County Cruisers meet at The White Horse, Marsh Chapel, near Louth on the second Wednesday of the month. Tel: Clint 07519 791890 or Neil on 07778 003229 or see www.bombercountycruisers.co.uk

LINCOLNSHIRE – Meet on the fourth Sunday of the month, noon, at the Dove Cote on the A46 between Lincoln and Newark. Tel: Dave on 07702 693448 or see www.aacil-lincs.co.uk

LONDON NW10 – The Executioners Hot Rod Night meet at the Ace Cafe, Stonebridge, North Circular, first Wed from 6pm. Also, All American pre-Chelsea Cruise meet from 4pm, last Saturday of the month. Also, All-Ford meet, second Monday from 6pm. Also, Harley night, last Thursday from 6pm. Tel: 0208 961 1000 or www.ace-cafe-london.com

LONDON NORTH – Southern Bootleggers UK Last Sunday of the month from 12pm. McDonalds, Friem Bridge Retail Park, New Southgate, N11 3PW. Newcomers welcome. Contact Dean 07583 374578/Wesley 07450 688560.

LONDON N16 – Rockabilly Tuesdays, every Tuesday at The Eye, 79-81 Stoke Newington High Street. Live music from The Night Shakers plus record hop, 8pm-11.30am. Free entry. Tel: 0207 923 7781

LONDON – The Chelsea Cruise, on the last Saturday of the month, 7.30pm, Chelsea Bridge/King's Road area. Tel: Derek on 07724 752512 or see www.chelseacruise.co.uk

LONDON – Ace Cafe meet last Saturday afternoon of month. North Circular Road, London. NW10 7UD

LONDON – LA Roadsters & N London POC meet first Sat of the month at The Crocodile, College Road, Cheshunt EN8 9NQ 11am-2/3pm. Contact Andy 0208 801 1953. Children welcome, big car park.

MANCHESTER – AACNW meet first Sunday of the month, largest cruise at the Krispy Kreme, Barton Dock Road just behind the Trafford Centre. Jct 10 M60. 100+ vehicles, everyone invited, discounts and other offers. From 9.30am. Contact Gordon on 07761 952540 for details.

MERSEYSIDE – The Merseyside American Enthusiasts' Club meets on the last Sunday of the month at The Gamebird pub, St Helens (on East Lincs Rd) from 7.30 onwards. Call Rich/Denise on 0151 475 2059 or go to www.americanmuscleuk.com

MERSEY/CHESHIRE – Meet second Sunday of the month, 1pm, Eight Towers, off Darns Road, A56 near Fiddlers Ferry power station, Widnes WA83RA. Details from Graeme 0151 510 0488.

MIDDLESEX – Mustang OCBG, Damn Yankees and Pontiac Owners' Club meet on the first Tuesday of each month all year round at Whitewebbs House, Brewers Fayre, Whitewebbs Lane, Enfield, Middx, EN2 9HH. Contact Gary on 0208 505 9930 or Irv on 0208 279 6233.

MIDDLESEX – Various weekend meets at the London Motor Museum, RAF West Ruislip, Aylsham **NORFOLK** – Landsharks AAC meet at North Tuddenham Lodge, third Sunday of the month at 2pm. Tel: Lee on 01362 858978, Guy on 07881 583746 or www.landsharks.co.uk

NORFOLK – King's Lynn Cruisers meet every Thursday at the Coach and Horses, Tilney All Saints, near Kings Lynn (on old A47). Tel Wendy for details on 07883 091339.

NORFOLK – East Coast Pirates meet first and third Sunday from 1.30pm onwards throughout the year at Joy Land 50s diner, Great Yarmouth seafront. All American, custom, hot rods, classics and bikes welcome. Tel: Steve 01493 440539 or go to www.eastcoastpirates.co.uk

NORTH EAST – NEACC meets on the first and third Sunday of each month at the Angel View Inn, Eighton Banks, Gateshead from 8pm. Everyone welcome. Contact Bill Horn on 0191 536 2202 or Karen on 0191 555 0563; northeastamerican@yahoo.co.uk

PRESTON – First Friday of the month at the Lea Gate pub, Blackpool Road PR4 0XB, 7pm. Call Pete on 01772 652203 for details.

PLYMOUTH – Plymouth Owners' Club GB. Contact Barry Reece at jjlinbarry@btinternet.com. orangehome.co.uk or tel: 01986 784305.

ROTHERHAM – Meet first Wednesday of the month at Sitwell Arms, Pleasley Road, Whiston, S60 4HQ.

SHEFFIELD – Steel City Cruisers meet at the Stock Yard pub, Hallaby Ind Est, two mins from Jct 1 of the M18, last Saturday of the month. April-Oct. Tel: 01709 541116.

SHROPSHIRE – 49'ers American Car Club meet alternate Thursdays through summer, monthly in winter. Various venues in the Shrewsbury area. See 49'ers American Car Club Facebook for updates, or text Jon on 07531 327483

SOMERSET – AACI meets second Sunday of each month 12-3pm at The Frome Flyer, Jenson Way, Commerce Park, Frome Somerset BA11 2LD. On Frome bypass A361. Tel: Simon 07809 365822.

SOMERSET – AACUK meet first Tuesday of each month at The Golden Heart, Down Road, Winterbourne, Bristol, BS36 1AU. Contact Steve on 07851 279003 or email steve.o.123@hotmail.co.uk

SOMERSET – The Blue Ridge Runners meet at the Royal British Legion, Main Road, Pawlett, near Bridgewater, first Tuesday of the month (previously Monday), 7.30pm. Tel: Paul on 01278 683669.

SUFFOLK – Icen CAR Club meet at The Ram, Bridge Street A1065, Brandon, 1pm on first Sunday of the month. Tel: Tony 01842 810720.

SUFFOLK – AACI. Orwell Crossing (eastbound A14 – Ipswich), 10am-1pm last Sunday of month. Tel: Charlie 07767 325669 or 01473 437515 or www.aacint.com

SURREY – Blood, Sweat & Gears Breakfast Meet, first Sunday of the month 10am-noon. The Coach House, Chesham Common, Wokingham, Surrey CR6 9PB. Full breakfast, bacon rolls, music etc. Tel: Lee on 07950 258704.

SURREY – Krispy Kreme, Shannon Corner, New Malden KT3 4NA, third Sunday of the month, 10am onwards. 15 mins from M25 on A3. Email: dw123@hotmail.com

SURREY – Meet at the Fairmile Pub Portsmouth Road, Cobham KT11 1BW on the 3rd Sunday of every month. Not affiliated to any club but all clubs are welcome. Open to hot rods, classic cars, and motorcycles or any vehicles of interest.

SURREY – The Bull Coliseum, Chelsham Common, Wokingham, Surrey, CR6 9PB. Breakfast meet, 1st Sunday of The Month, Classic Hot Rods, bikes great breakfast from 09:00 too 13:00pm. All welcome, under new ownership! Tel. 01883 62525259.

SURREY – AACI Surrey meet at 2pm, the Monkey Puzzle pub next to Chessington World of Adventures. All welcome, cruise out to Guildford at 3.30pm. Tel: Dean on 07919 995676 or see www.aacint.com

SUSSEX – AACI meet at The Friars Oak, Hassocks on A273, 8pm on third Wednesday of the month. Tel: Dave 01903 244051.

EAST SUSSEX – 1066 Crusaders meet at the Mermaid, De La Warr Parade, Bexhill on Sea, on first Sat of the month, 7.30pm. Tel. Scott, 01424 893674 or Kim, 01424 892297.

EAST SUSSEX – Lone Star Auto Club meets at The Green Man of Ringmer, Lewes Road, Ringmer, BN8 5NA on the second Thursday of the month from 7pm. All welcome. Any queries tel. Eric 01444 242875. www.lonestarautoclub.co.uk for details.

SUSSEX – Last Sunday of the month from 5.30pm, Burger King, Goldstone Retail Park, A270, Hove. Tel: Bob 01273 566711.

EAST SUSSEX – Car Wash Diner Cruise Nite. 2nd Saturday of the month April-October. Car Wash Diner, Hurst Green (On the A21) TN19 7QY. On the E Sussex/Kent border. 6pm onwards.

SHROPSHIRE – 49'ers American Car Club. Meet alternate Thursdays through summer, monthly in winter. Various venues in the Shrewsbury area. See 49'ers American Car Club Facebook for updates or text Jon on 07531 327483

SURREY/KENT – Breakfast Meet. First Sunday of the month The Bull (formally The Coach House), Chesham Common, Wokingham, Surrey CR6 9PB. Not affiliated to any club. All clubs welcome. Open to Classic cars, Yanks, Rods, any vehicles of interest. Great food. New management.

SWANSEA – Sunday afternoon runs. Call Mark, 6-7pm, on 01639 771445 for details.

SWINDON – All Yanks, bikes, rods, vans, trucks etc welcome to meet up at the Sunn Inn, Coate Water, SN3 6AA. Tel: Iain 01793 877399.

TYNE & WEAR – The North East ACC meets first and third Sunday ever month at the Angel View, Eighton Banks, Gateshead from 8pm. Everyone welcome. Contact Bill on 0191 536 2202, or Karen on 0191 523 7723; northeastamerican@yahoo.co.uk

TYNE & WEAR – Tyneside American now meet at The Hearth Cafe, Main Road, Horsley, Northumberland, NE15 0NT in the first Friday of the month (April-October) from 7.30pm. For more details please contact Norman and Gerry on 0191 4132334 or Sue & Paul on 07500 463 192.

TYNE & WEAR – Geordie RAC meet at McDonalds drive thru, Metro Centre, Gateshead, second Wednesday of the month, 7.30pm, April-October. Tel: Alan 01207 570265 or www.geordierac.co.uk

NORTH WALES – The Guzzlers meet first Weds of the month at The Beachcomber pub, Beach House Road, Llandulas, off the A55 near Abergelle, 7.30pm. Tel: Doug on 01745 827392, leadshed@aol.com or www.guzzlerskarklub.co.uk

WARWICKSHIRE – The Butty Run, Long Itch Diner, Southam Road, Warks CV47 9QZ. First Sunday morning of the month (except March and June). See www.butty-run.com

WARWICKSHIRE – Bosworth Classic Car & Bike meet on the last Tuesday of the month from 6.30pm at Bosworth Water Trust. Market Bosworth, Warks CV13 6PD. Co-organised by The Coventry Cruisers and open to all vehicles. BBQ, bar and food, kids rides and playground. Tel: Kev on 07914 071093 www.coventrycruisers@tiscali.co.uk

WARWICKSHIRE – The Red Lion Rendezvous meets first Sunday of the month at the Red Lion, A3400 Main Street, Long Compton, Warwickshire near Chipping Norton. Tel: Jenny on 01608 684221 or Mel 07792 305751.

WEST MIDLANDS – Britannic Assurance PLC, Wythall Green, off Middle Lane, Wythall, Birmingham. Second Tuesday of the month (May-September inclusive) from 7pm. Second Sunday of the month (Oct-Apr inclusive), 11am-3pm. Tel 01564 822800.

WESTON SUPER MARE – The Tropicana, Weston-super-Mare seafront, last Tues of the month 7.30-8.30pm, then to Big Apple diner.

WORCESTER – AACUK meet at The Crown Inn, Hallow on the A443, Tenbury Road just outside Worcester every third Wednesday. All clubs welcome. Phone Mel 01905 351955.

ALEXANDER
autos

Tel. 0141 561 5432
Fax. 0141 561 5437
Mob. 07801 694854

We are on the move....
Find us at our new premises
**94 AFTON DRIVE, RENFREW
PA4 0XH**
from November 12th
www.alexanderautos.co.uk

Rustys Speed Shop

AMERICAN VEHICLE PARTS AND LITERATURE

NEW STOCK IN FROM THE USA!
SOLD SPEEDSHOP T-SHIRTS & REVELL/ MONOGRAM KITS

01305 824048, Rustyspeedshop@aol.com
WWW.RUSTYSPEEDSHOP.COM

Elite Auto Storage

Specialists in cherished vehicle storage and transportation

- From priceless classics to family saloons
- Maintenance and exercise programs
- UK wide covered transportation
- Long and short term storage • Discreet and secure

Phone: 07703 295282 Email: info@autostorage.co.uk
www.autostorage.co.uk

PO Box 85, Great Sampford, Saffron Walden,
Essex CB10 2FX England

**'NORMOUS
NEWARK
AUTOJUMBLE**

SUN DEC 13 **JAN 31,**
FEB 26, APR 17

Newark Showground NG24 2NY
Tel: 01507 529470 Mob: 07824 145472
Email: rgraham@mortons.co.uk
www.newarkautojumble.co.uk

UP TO 3000 PLOTS!
classicbikeshows.com

SPECIALISED SHIPPING SERVICES

IVA, SVA VOSA test specialist
USA specialist
American and European led lighting specialist
DVLA registration and MOT prep

01189 332334
info@specialised-shipping.co.uk
www.specialised-shipping.co.uk

American Car Specialists

Offering the best service to meet
your needs
whether its a
bulb change or an
engine rebuild
Don't wait, call NOW!!

C.A.R.S.
Complete Automotive Repair Service

Tel: 01825 722641
Email: americancars1@btconnect.com
Based in Uckfield, East Sussex

WASP
WISBECH AMERICAN STREET & PERFORMANCE LTD

**American vehicles from 1920's
to present day catered for
Service, Restoration and Race parts**

Tel: 01354 610333 Email: w-a-s-p@btconnect.com

**CLASSIC & MODERN
MUSCLE CAR SPECIALIST**

STOCKING
Accel, Autometer, Brodix,
Comp Cam, Edelbrock, Flowmaster,
Moroso, K & N, Lokar and many more

WEEKLY US SHIPMENTS
500 page catalogue
coming soon.

www.waspspeedshop.com

Richard Coney

Drive buy



FORD MUSTANG CONVERTIBLE

1966

Vendor: Nic Moore
Tel: 020 8890 3443

If you have owned a car for nearly two decades and still strive to keep it garaged, clean and shiny, you clearly chose wisely and well. Nevertheless, after all those years you would be forgiven for wanting a change. Such could be said for this pretty 1966 Ford Mustang Convertible.

Nic Moore, from Hanworth Park in South West London, bought the car back in March 1997, the third owner since it was imported from the States in 1990. All Mustangs are unique, given the options the first buyer could select when ordering their new car. This one is a well-optioned Mustang, with a stock 289cu in V8, two-barrel carburettor and an estimated 108,000 on the clock. It has a C4 automatic, power-assisted steering, air conditioning, a two-tone blue interior, factory-fitted tinted glass, a remote driver's door mirror and electro-hydraulic power hood. This was renewed in 2008 and is in excellent condition with a clear rear

window. There are no splits or tears in the hood.

The tyres are excellent, the rears having travelled only about 100 miles. Built on February 18, 1966, according to the dossier of information Nic has compiled, it was ordered with the relatively rare servo brake option. Mustangs at that time could be ordered with drum brakes, with or without servo assistance, or with front discs and drums at the rear. Servo discs were not offered until later.

Nic is a meticulous man and has a full list of each and every part that has been bought and fitted since purchase, plus the various repairs he deemed necessary to keep the car legal and safe. A couple of repairs were made to the chassis while in his care, despite not having reached the point they could have risked failing the MoT test. A new exhaust was installed in 1999. Nic has been careful to keep the 'Stang as it came from the factory. He substituted the original steering wheel for one with a wood rim, but retained the original for possible reuse. The blue metallic paint is not the original colour, that being a paler silver blue, but the present darker hue suits the car and matches the interior.

SPECIFICATION

Engine: 289cu in V8 with two-barrel carb
BHP: 164bhp
Gearbox: C4 Automatic
MOT: August 2016
Price: £26,995



Speedo switched to five dials for '66.



Can't miss that under-dash A/C!



As anyone who has driven an early Mustang knows, the steering is extremely light when power assisted. This one is no different and makes the car easy to drive, both in traffic and on the open road. Acceleration is brisk and the transmission kickdown provides a welcome burst of power for overtaking or accessing motorway traffic flow.

Many Mustangs of this age exhibit some scuttle shake, but despite its potentially weaker structure compared with the coupe and fastback, everything seems tight with no hint of chassis twist, even on hard acceleration and while cornering. The door shuts appear even, which is a good indication of chassis integrity. She's comfortable, not only for motorway use, but also at slow speeds in restricted suburban roads and heavy traffic, being responsive on the throttle and easy on the brake pedal, courtesy of the servo.

Overall this appears to be an honest car and will make someone very happy. It's not without issues and the owner admits that it could do with some monetary outlay to replace the areas where corrosion is beginning to show, but as prices for early Mustang convertibles continue to rise, the added expenditure would be worth the effort. As with all convertibles, we would recommend a thorough check of the underside to confirm that the factory-strengthened floor pan is as good as it appears on casual inspection. So as Nic clearly loves this car, why sell? The simple reason is that he's bought another '66 Mustang rag top, almost identical, down to the same colour! However, the 'new' one has a fresh crate motor, all-round discs, a new interior and hood, plus many modifications and updates that he considered would have spoiled his almost factory stock original. ★



Colour co-ordinated interior.



Spare tyre has matching cover.



Two-barrel 289 V8.

GOOD POINTS

Clean, rattle-free, well maintained, first generation Mustang convertibles are getting increasingly difficult to find at reasonable prices. Some are advertised for £40k plus. This one has excellent provenance. It has been cosseted, garaged and driven carefully for nearly two decades by a sympathetic owner and should give many more years of motoring pleasure with careful handling and regular maintenance.

This Mustang drives like a dream. It will negotiate stop/start city traffic without drama, yet has gobs of power when shown the open road. The steering is feather light. The factory optioned servo brakes are a rare bonus, and anchor the car straight and true under heavy breaking. As both the hood and interior are in excellent condition it could even continue to earn some pocket money as a wedding or prom car.

BAD POINTS

Although a potential buyer would do well to inspect the underside of any early Mustang convertible on a ramp, given the importance of maintaining the floor pan's integrity, there would appear to be very little wrong with this particular example. While the car has been lovingly maintained mechanically, the bodywork could do with some attention. The owner insists that deterioration while in his care has been minimal. However, both lower door panels exhibit some rust, and would benefit from new skins.

Similarly, the bottom edge of the driver's side rear wing is a little ragged and there is evidence of rust in the area behind the passenger door. Spending some money having this cut out and patch panels welded in will pay dividends in the future. The air conditioning would benefit from a service, having been badly 'investigated' by a so-called expert a while back, but the heater works and everything else seems fine.

**CLASSIC
AMERICAN**



To advertise call
Nicole or Rebecca
01507 529592

SERVICE DIRECTORY

AMERICANA

MANUALS

Tel: 01606 888324
www.americanautomags.com

**AMERICAN
AUTO MAGS**



for a Great Range of American
Diecast Replicas from the
1920s-1990s

Visit our web page at
www.american-classic-diecast.co.uk
americanclassicdiecasts@talktalk.net
For Fast Service with PayPal

**BODYWORK RESTORATION SERVICE
REPAIR**

American Car Specialists

Offering the best service
to meet your needs,
whether it's from a bulb
change to a restoration

01825 722641

americancars1@btconnect.com

C.A.R.S.

Complete Automotive Repair Service



American Vehicle Specialists
in the East Midlands

Diagnostics Service Repairs
MOT Testing IVA Preparation

01604 874752

(Northampton)

www.paragonamerican.com

VEHICLE & GENERAL PLATERS LTD

4a, Portland Ind Est, Arlesey,
Beds, SG15 6SG
Telephone (01462) 835847
Fax: (01462) 835079
email: vehicleandgeneral@btopenworld.com

CHROME RESTORATION
PITTING REMOVED FROM DIECAST

**Rustys
Speed Shop**
AMERICAN SERVICE PARTS AND LITERATURE
SERVICE, REPAIR & PERFORMANCE PARTS
1500+ FACTORY AMERICAN & AUSTRALIAN
WARRANTY & GENUINE MANUFACTURE IN STOCK
20,000+ AMERICAN, CANADIAN, AUSTRALIAN, JAPANESE
PERFORMANCE & CUSTOM QUALITY BODIES
MODEL KITS & DIECAST MODELS
01305 824048, rustyspeedshop@aol.com
www.rustyspeedshop.com

Abbey Motorists Centre

Custom Made Stainless
Steel Exhaust Systems for
cars, trucks and day vans.



01992 701201

www.abbeymotorist.co.uk
Junction 26 off M25

AMERICAN VEHICLE SERVICES

Trained
Technicians
& Computer
Diagnostics



for American Cars, also
air-con specialists.

01376 345 399

We undertake all IVA work for
imported cars

10 Benfield Way, Braintree, Essex CM7 3YS

For more details go to our website:

www.avamericancars.co.uk

BACK TO LIFE CARS VINTAGE MUSTANG AND CLASSIC

AMERICAN VEHICLE SPECIALISTS

RESTORATION WORK

PANEL REPLACEMENT

ENGINE REBUILDS

MOT PREPARATION, REPAIRS.

SERVICING FOR ALL MAKES AND

MODELS, OLD AND NEW.



01702 870087

WWW.BACKTOLIFECARS.COM

Carhoods Direct

U.S. Soft Top Specialists

T: 0333 666 8007

E: sales@carhoodsdirect.co.uk

W: carhoodsdirect.co.uk

CAR RADIOS REPAIRED & RESTORED

AMERICAN CAR RADIOS A SPECIALITY

Any make restored to original
workman order. Internal FM
modification available

48 radios and accessories
for 12 months. More could
be made for 2000

A.C. Limited Car Radio Repair and Restoration Service
10 West View, Pimlico, London, W8 7TL

regiesradios@o2.co.uk

01761 413933 www.radios.freemove.co.uk

MAG AMERICAN

Auto Repair Shop

8 Rye Street, Bishop's Cleeve, Hereford, HR23 2HG.

01279 503626

www.magamerican.co.uk

Computer Diagnostics • Repairs & Servicing

Engine Rebuilds • Suspension • Transmissions

Exhausts • Steering • Brakes • M.I.T.

'Classic to Modern' • We Repair them All!

Woodbridge Classic Cars

Respected specialists in all
aspects of classic motoring
Sales • Service • Restorations
SPECIALISTS IN SPORTS AND
CLASSIC CARS

Current portfolio includes
a 1959 Cadillac Coupe,
undergoing full, concours
restoration.

Tel 01728 746413

www.woodbridgeclassiccars.org

LIBERTY GARAGE SERVICES

SERVICE REPAIR AND
RESTORATION OF AMERICAN CARS

Our speciality is the repair,
restoration and modification of
Pontiac, Firebird and Trans Am's
BUT ALL MAKES AND MODELS WELCOME
MoT preparation & repair • Welding/
fabrication/body repairs • Engine
rebuilding including performance
modifications • Servicing/general
maintenance • Vehicle health check

www.libertygarageservices.co.uk

Tel: 01977 625406 • 07852-943281

steve@libertygarageservices.co.uk

Unit 21 Priory Bus. Pk, Wentworth Terrace,
Fitzwilliam, West Yorkshire WF9 5BZ
(1 mile from Nostel Priory)

We now supply and fit tyres



AUTO ELECTRIC SUPPLIES LTD

Fast Mail Order Service

T: 01584 819552



www.autoelectricsupplies.co.uk

www.mustangworkshop.co.uk



**Mustang
Workshop**

Servicing, Upgrades
& Award-Winning Concours
Restorations

Tel: 01256 781591

Email: enquiries@mustangworkshop.co.uk

Vineyard Workshops, Hook, Hampshire RG23 9AD

ENGINES

A.J.S. AMERICAN CAR REPAIRS

Unit 2, Old Sore Mills,
Airfield Road,
Podington, NN29 7XA

Next Door to Santa Pod Race Way

Mobile: 07802 150103

E: sales@americancarrepairs.co.uk

Our work includes:

• engine rebuilds/tuning/diagnostics

• exhausts • servicing

• MoT work and preparation

GLOBAL LOGISTIC PARTNERS, INC MIAMI

Your World Wide Export Specialists for Cars, SUV's, Motorcycles, Boats and Other Commodities

Container shipments and consolidations our speciality

Shipping from Miami & S/E Florida to UK and Europe

UK Agent
J. S. Forwarding
info@jsforwarding.co.uk
+44 (0) 1394 274747



US OFFICE
305-440-4940
info@shipglp.com
Licensed NVOCC/Freight Forwarder

GOLDEN CHARIOTS

Specialist Vehicle Shipping

- Importing
 - Exporting
 - Marine Insurance
 - Vehicle Collections
 - Roll on Roll Off
 - Containerised
 - MOT/IVA/SVA's
 - Vehicle Inspections
 - Vehicle Registrations
 - Same Day Payments to sellers via Wire Transfer or PayPal
- Sponsors of the AAC-UK & MOCGB
www.goldenchariots.com

01902-790797

7 Days a Week 9-9

See our Main Advert

RYBEC SHIPPING

- Specialists in car shipping to/from all overseas destinations
- Overseas agents in USA & Japan
- Marine Insurance and Customs Clearance
- Shipment by Ro/Ro & Container
- Quality Service. The care and consideration you expect for the complete professional package.

RYBEC SHIPPING

SHEERNESS DOCKS

Tel: 01795 876000

Fax: 01795 875000

Email: sales@shipmycar.co.uk
www.hillshippings.co.uk

Instant Shipping Calculator

shipmycar



www.shipmycar.co.uk
t: 01908 887917

TYRES & WHEELS

American car tyres classic black & white wall

★★★★★
t: 01590 612261
www.vintagetyres.com
sales@vintagetyres.co.uk
VINTAGE TYRES

NORTH HANTS
TYRES & WHEELS
www.northhantstyres.com
01252 318666
sales@northhantstyres.com
Europe's Largest Distributor of Authentic Classic, Vintage and American tyres!

KINGSTOWN SHIPPING

Car Shipping from the USA since 1986

- Specialist Auto Shippers - USA-UK-USA / Australasia / Far East
- Regular departures from the USA since 1986
- Warehouses located across the USA
- Container and RORO services
- USA inland transportation
- UK Customs clearance and advice
- Export container packing
- Marine insurance
- UK delivery service
- Only 5% VAT on most classics over 30 years

BIFA

BRITISH INTERNATIONAL FREIGHT ASSOCIATION

For rates, services and further advice please contact Mark, Stephen or Alan.

Tel 01482 374116
www.kingstownshipping.co.uk
info@kingstownshipping.co.uk

autofreight

we lead others follow :

- International Shipping
- Seafreight / Airfreight
- RoRo & Container
- Customs Clearance
- Marine Insurance
- Transport
- Storage
- Same Day International Payments

whatever your needs please contact us on :

tel: 01483 222 256
fax: 01483 224 667
email: autofreight@aol.com
web: www.autofreight.co.uk

Schumacher Cargo UK Ltd

The UK's and USA's Premier Auto Shipping Experts

We aim to take the confusion out of automobile shipping.

Cars, Vans, Pickups, Motorhomes, Boats, Motorcycles and more.

YOU NAME IT... WE SHIP IT!

Container
Roll on Roll Off
Airfreight
LCL / FCL

Warehouses at every major mainland port in the UK!
Agents in countries all over the world.

Marine Transit Insurance and Customs Clearance available.

For a quotation or to simply discuss any shipping needs or concerns.

CONTACT IAN OR CLAIRE

Tel: 01449 723576

Fax: 01449 723702

Email:

Email: Ian@scluk.org, Claire@scluk.org

Please quote 'ClassicAmerican'
For Vessel Arrivals follow us on twitter @clairescluk

BIFA

BRITISH INTERNATIONAL FREIGHT ASSOCIATION

WONDERWALL
WHITEWALL TYRE CLEANER
from Vroomshine UK
A NON-ABRASIVE DETERGENT
SPRAY-ON WHITEWALL TYRE CLEANER
Launch Price £9.99 For sale on ebay
www.vroomshine.co.uk/wonderwall
FACEBOOK: WONDERWALL WHITEWALL TYRES

WINDSCREENS

ALLGLASS Mobile Services

Specialist Vehicle Glazing
Lowest prices for American Cars, Trucks and Vans
Custom made Safety glass for Hot Rods, Lexan for Race Cars
020 8311 5663
www.allglass.co.uk

PETER JONES
THE AMERICAN WINDSHIELD AND AUTO GLASS SERVICE
PHONE: 07836 208478
Email: amglass@fsmail.net
FITTING - DELIVERY NATIONWIDE
www.americanglass.co.uk

Oldcott Motors

AMERICAN CAR SPECIALISTS

We are a small family business trading in American Vehicles since 1958. We have our own fully equipped service bay and all our vehicles come fully inspected and serviced. Upon the purchase of your American vehicle we offer an extensive spare parts and servicing facility. We have a wide selection of American cars for breaking.

WANTED



CHEVROLET CAMARO



CHEVROLET CORVETTE



DODGE CHALLENGER



DODGE RAM



FORD F150



FORD MUSTANG

**ANY AGE ANY PRICE ANY CONDITION
WE CAN OFFER SAME DAY PAYMENT
SAME DAY COLLECTION
DISCRETION ASSURED**

www.oldcottmotors.com

Our opening hours are 9am-6pm Monday to Saturday and you are welcome to come and view our stock at any time. We also arrange appointments for out of hours viewing. Viewing can also be arranged at your chosen address upon a prepaid fee.

OLDCOTT DRIVE, KIDSGROVE, STOKE-ON-TRENT ST7 4HE

Call Steve on
**01782 782081 or
07973 302618**

classic-american.com 100

HARRISONS

VEHICLE FINISHERS & BODY
REPAIR SPECIALISTS



**SPECIALISING IN
ALLOY WHEEL
REFURBISHMENT**



Tattershall Road : Boston : Lincolnshire : PE21 9JG

liam.storr@btinternet.com

01205 352724 07891 473320

Wheels in



MOTION

American & Classic Car Specialists

- We offer a complete restoration service for your classic car
- We agree a level of service that fits your budget
- We undertake any repair jobs from minor dings to full resprays
- We provide an affordable friendly service
- We will come to view your car and give you an estimate (within reasonable distances)
- We will match competitive quotes
- We guarantee our service



MILTON KEYNES MK11 3HE

Tel: 01908 631115 • Mob: 07774 603009

Email: tonyrussello17@googlemail.com

Tony Russell
Proprietor

Tel: 01268 785 005

FARM-FRESH
SPEED SHOP

Sales, Service, Parts
Chassis Works, Restoration, Chops

Your one stop shop for American cars, Trucks and Parts



Rear Bumper Bracket Set (Stepside) £79.99



1947 - 1953 Chevy Pick Up Truck Chrome Grille W/Cream Painted Rear Splash £399.99



1955 - 1959 Chevy Pick Up Truck Windscreen £239.99



1958 - 1959 Chevy Pick Up Truck 12v Wiper Motor £199.99



1955 - 1959 Chevy Pick Up Truck Lower Cab Corner RH £44.99



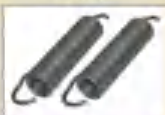
1947 - 1966 Chevy Pick Up Truck Inside Door Handle £9.99



1947 - 1954 Chrome Mirror Sets LH and RH Complete £74.99



1955 - 1959 Heater Control Assy £169.99



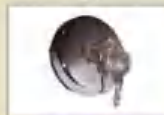
1956 - 1959 Hood Hinge Springs £22.99



Underfloor brake booster and master £275.00



Park Lamp Assy 12 Volt Clear £39.99



Locking Gas Cap £12.99



TCI Mustang II front suspension, disc brakes rack and pinion power steering, Ford rear axle with disc brakes, New Farm Fresh air ride system, Jags frame, 16" custom made wire wheels with Coker white wall radials, L T1 fuel injection engine with 4 speed auto transmission, New gauges and a super nice steering wheel. Nice fresh interior old school style.



1957 Chevy Styleside, One off build, fuel injected LS4 engine 4L80 transmission Corvette rear assembly, Scott's front end, rack and pinion steering, massive 4 wheel disc brakes.



1956 Chevrolet 210 Del Ray Sedan. This was a very rare free Black plus California funner to start with, colors are original paint code Crago Yellow and Laurel Green. Referred to as "Mustard and Custard" Engines: Compoutlet Intermed Electronic Fuel Injected Vortec 350 from a 99 Suburban, hydraulic roller cam, Runs great and doesn't smoke or burn oil, great oil pressure and does not get hot, 64k miles when installed approx. 2k miles ago. Trans: Rebuilt overdrive 402R4 with shift kit.



1954 Ford F100 with 35 Grille Chevy 350 350 turbo auto trans Chevy 10 bolt rear end Straight body and frame Frame rust-free Rebuilt motor interior truck n roll with custom knobs Turn key truck, runs and drives great.

Visit: www.farmfreshspeedshop.co.uk

Or email : sales@farmfreshspeedshop.co.uk Or Telephone : 01268 785 005

CLASSIC AMERICAN

Classic American has always been the best place to advertise your American car, spares or Americana.

All private adverts are FREE!

- Upload your advert at www.classic-american.com
- You can cancel or renew your advert by calling 01507 529323
- We cannot accept new Reader Adverts over the phone

IMPORTANT INFORMATION: READER ADVERTS APPEAR FOR 3 MONTHS ONLY
IF YOU PLACE YOUR AD ONLINE, CANCELLATION INFORMATION WILL BE IN YOUR CONFIRMATION EMAIL, OR CALL US TO RENEW ON **01507 529323**

Upload your free advert today - www.classic-american.com



There is no other medium so effective as **Classic American's** Reader Adverts – so why not take advantage of them right now? Simply complete the form below and send it as soon as possible to: **Classic American Magazine, PO Box 99, Horncastle, Lincolnshire LN9 6LZ.**

It is our policy at **Classic American** not to accept private adverts from traders. If, whilst looking for a vehicle in **Classic American**, you experience a trader advertising as a private seller, please call us on 01507 529529 and we will take appropriate action.

Advertisements can be accepted on this form, photocopy, email or internet.

If you are a trader, give our advertising department a call on 01507 524004 for our latest display ad rates

Terms and conditions for private advertisers

1. The advert copy provided by the customer must be legal, decent, honest and truthful and comply with the code of the Advertising Standards Authority (www.asa.org.uk). **Classic American** may amend the advertisement to ensure compliance with these requirements.
2. **Classic American** is not able to verify the truthfulness of any statements made by a

customer in the advert copy. Accordingly, the customer will be responsible for any losses, expenses or other costs incurred by **Classic American** which are caused by an untrue statement made deliberately.
3. In order to meet its production and other editorial requirements, **Classic American** reserves the right to re-classify, edit the copy or

alter the size or colouring of any advert.
4. Photo adverts are only available in the Cars for sale section. We are happy to accept reader adverts for parts and Americana for sale and cars and parts wanted, but these may appear without photographs.
5. Whilst every effort is made to include your free advert correctly, due to the large volume

of adverts we receive, we are unable to take telephone calls should an error occur. You are welcome to resubmit your corrected advert for inclusion in the next available issue.
6. We can only accept one photograph per coupon.
7. Please enclose a stamped address envelope if you would like your photograph to be returned.

Classic American Reader Adverts

Make	Model	Price

Choose a section

- ☐ Cars for sale ☐ Parts for sale
☐ Wanted ☐ Parts wanted
☐ Miscellaneous ☐ Picture enclosed

Name:

Address:

Area/County:

Telephone:

Email: *Not published

Signature: I confirm that I am not a dealer

Date:

OFFICE USE ONLY MONTH CODE

On occasions Mortons Media Group, publisher of **Classic American**, shares selected information with its sister companies within the Mortons Group of Companies and with other reputable companies, who may contact you about products and services that may be of interest to you. If you DO NOT wish to have the details given here passed on, please tick this box ☐

CLASSIC AMERICAN READER ADVERTS

AMC PACER



maroon/cream, 6 cyl, lhd, mag wheels, new tyres, brakes and carpets, battery and springs, water pump, shocks and radiator, valves, paint, rechromed bumpers, £6000 ono
Tel. 01727 856586. Herts

AUSTIN HOT ROD



Pick-up, 302 CI Ford V8, Tremec GT, manual, 5 speed, Ford back axle, holly carb.
Tel. 07855 388118. Leics

BELAIR WAGON



62, fully restored, 350 tpi Holly 650 700 R4 gearbox, 2" drop spindles, Boydd 17" wheels, e/seats, new headliner, retrimmed door cards, £16,000
Tel. 07970 579338. Kent

BOSS HOSS TRIKE



1996, coupe version, Chevy 5.7, 3-speed auto box, two owners, history, V5C, rare excellent trike, £22,995
Tel. 07798 866071; can deliver. Middx

BUICK CENTURION



1972, recently restored, 10k genuine miles, MoT, £12,000 ovno
Tel. 01490 460674. Cheshire

BUICK LE SABRE



Very rare, 1968 Custom Convertible 400, vgc, original spec sheet, v original example, all working, no rust, runs and drives perfect, believed to be only one in UK, £14,995 ono
Tel. 07789 391918. Cambs

BUICK SKYLARK



1968, convertible 455cu Wildcat engine, teal/black interior, condition 1 imported from Las Vegas, fully restored in 2007, £15,750
Tel. 07986 340642. Gtr Man

BUICK SPECIAL



1967, deluxe, fantastic genuine Texas patina, no rust! 300ci with ultra rare factory 4bbl and high comp heads, interior completely retrimmed, all suspension and brake components replaced (GTO springs and rear sway bar) too many parts to list,
Tel. 07803 234136 for details. Herts

BULLNOSE COMMER



Fire tender, 1964, was used for back-up tender in Devon, £1950 ono
Tel. 07950 440130. Devon

CABINCAR CARAVAN



Full size kitchen, gas, water, queen size double bed, professionally sprayed. Viewing recommend. No time wasters please. £7000 ono
Tel. 07974 949679. Beds

CADILLAC COUPE



Deville, 59k, v original, 1973, 472 engine, white/black interior, smooth, quiet, refined and powerful, looks v good, met ice blue paint a few small imperfections,
Tel. 07717 755555. Oxfordshire

CADILLAC COUPE



1962, Deville, virtually all options; a/c. p/w, seats, door locks, very presentable condition inside and out, smooth drive, hidden CD stereo, near Dublin,
Tel. +353 858 289922. Eire

CADILLAC COUPE



Deville, 1978, imported, all duties paid, one American owner, all paperwork history, paintwork immac, full white leather interior, 30 day warranty, £13,950
Tel. 07788 544349. Essex

CADILLAC ELDORADO



1985, 4.1, present owner 23 years, winner of many shows, ill health forces reluctant sale, stainless exhaust, new leather roof, new brakes all round, £6500 ovno
Tel. Pete 01260 276687. Cheshire

CADILLAC ELDORADO



Touring coupe, good solid body, met blue, will MoT on point of sale, £2000 ono
Tel. 07469 738275. W Yorks

CADILLAC ELDORADO



1976, convertible, baby blue/white roof, power everything, parade seats, 500CI, fwd, great driving car, in good original condition, good MoT, showing 48k miles, bargain at £6500
Tel. 07796 695545. Fife

CADILLAC FLEETWOOD



1996 Brougham, last of full-size Cadillacs, one owner, high mileage, triple black car wanting for nothing, impressive, spares inc extra optional set alloy wheels, £3750
Tel. 01483 477102. Surrey

CADILLAC FLEETWOOD



1966, Brougham, 429ci motor, professionally rebuilt 2010, automatic, p/s and windows, great wedding car, fantastic refurbished interior, leather seats, MoT, £11,995 obo
Tel. 07854 428246.

CADILLAC SEDAN



1977, Deville, V8, 5.7 diesel, auto, rust free, drives lovely, MoT until July 2016, electrics, all working (new fuses), needs a service, £8500 ono
Tel. 075900 37375. Kent mel54772@hotmail.com

CADILLAC SEDAN



1941, California car, perfect panels, chassis and superb new chrome, nos match, 346 V8 and Hydramatic 4 sp auto,
Tel. 07767 607605. Surrey



Call 0800 081 8989 or visit adrianflux.co.uk
Authorised and regulated by the Financial Conduct Authority



adrianflux.co.uk



CADILLAC SERIES 62



1959, 2-dr coupe, white with black/white interior, immaculate inside and out, featured in Classic American magazine Sept 2015 issue, may p/x, £29,500
Tel. 07891 899935. Essex

CADILLAC SEVILLE



1987, 4 door, 4.1 L, V8, £3200 ono
Tel. 07960 244120. Gtr Man

CADILLAC SEVILLE STS



2001, rhd, just under 50k miles, North Star V8, chrome alloy wheels with orig wheels available, silver with pristine interior, usual Cadillac conveniences plus driver and passenger adaptive seating, £4250
Tel. 01483 477102. Hants

CADILLAC SEVILLE STS



RHD, 2001, UK spec, 26k, VOSA verified, full s/h, Northstar 32 valve, green, vgc, 2 p/owners, r/h/d, auto, e/w, c/l, ABS, am/fm stereo, cassette player, £4995 ono
Tel. 07860 864725. E Sussex sel2903@yahoo.co.uk

CAMARO 454



1979 Big Block, TH400 trans, MoT, a real head turner, £12,999 ono
Tel. 07794 368614. Derbys

CAMARO 5 LTR



1992, V8, good cond, MoT July 2016, good engine and auto box, some age related marks on body, driver's seat has wear, 25th year model.
Tel. 01934 615176. Somerset

CAMARO 5.7



1978, brand new engine, spotless bodywork, total rebuild of car, too many parts to list, exceptional condition, perfect runner. MoT 08/2016, bargain price £11,500
Tel. 01296 381495. Bucks

CAMARO IROC Z28



1987, 5.0, V8, auto, 52k, exc example, T-top c/w orig bag, orig well kept interior, receipts/history, featured in September's issue of Classic American, £8000 ono
Tel. 01189 305177. Berks

CAMARO RS



2012, convertible, low mileage, leather interior, auto, V8 Magnaflow pipes, beautiful car, £31,000
Tel. Paul 07447 012046. Northampton

CAPRICE



1990, very good condition, 5 ltr, V8 auto, MoT May 16, £2495 ono; p/x.
Tel. 07872 606666. Cheshire

CHEVROLET BEL-AIR



1957, 4-dr Sport, hardtop, pillar less, unrestored, 283 V8, with 2BBL carburettor, auto trans, white with orig red int, 73k, many new parts, show and shine! lovely, £26,000
Tel. 07968 542 493. London

CHEVROLET C15



1992 Custom pick-up 350SS, very high spec, amazing paintwork, performance chip 350 TPI, must be seen, best out there, £15,000
Tel. 07468 459914. Essex

CHEVROLET CAVALIER COUPE



1997, 2.2 auto, good original condition, history from new, MoT March 2016, ideal compact size, daily driver/first American car, £975
Tel. 07778 268505 for full details/pics. S Yorks

CHEVROLET CHALLENGER



1992, good condition all round, no leaks, bedroom generator, drawbar, easy drive, new front tyres, ready to use, £12,000 offers, swap, why?
Tel. 01767 640681; 07836 618210. Beds

CHEVROLET PICK-UP



4x4 LWB, 1979, 4.8 Straight Six, manual, 4 sp, MoT end May 16, faded paint, some rust but solid, clean, chassis v good, 292ci "Big Block Six", petrol/LPG, £3250
Tel. 07802 365120. Tyne and Wear

CHEVROLET SILVERADO



6.5L turbo diesel, 4x2, auto, good condition, good runner, MoT, swap Harley Shovel, kick-start model, 117k miles, £4500 ono
Tel. 01368 830215; 07890 914179. Scottish borders

CHEVROLET STYLELINE



1950, Deluxe Tin Woodie, excellent in all aspects, 80's restoration stateside, pop star owned previously, rebuilt engine, new chrome, offers considered over £20,000
Tel. 0789 9063984. S Yorks

CHEVROLET STYLELINE



Custom Car, deluxe, 1951, auto, Corvette V8 350 engine, air suspension, custom int, leather seats, good cond, ex 'Happy' David Labrava of 'Sons of Anarchy' fame, £18,500 ovno
Tel. 00 971 556002022. Dubai

CHEVROLET SUBURBAN



1989, 6.2cc, diesel, very rare, 9 seater, exc cond and underneath, drives smoothly, made up to look like a lumber jack style, £11,995
Tel. 07977 200924. Cheshire



CLASSIC AMERICAN READER ADVERTS

CHEVY C10



Camaro f/clip, disc brakes, Servo power assisted steering, 350, V8, 4 barrel Edelbrock carburettor/Hedmann headers, 3 sp auto, good truck bed, MoT.
Tel. 07809 536954. Strathclyde

CHEVY C10



1965 pick-up, 5.4, V8, with a 327 short block, reconditioned trans by Alders, discs front, Palmino tan/Old English white, good condition, MoT.
Tel. 07762 849345. W Sussex

CHEVY CAPRICE



Pillarless Sports Sedan, rare model, tax exempt, 6-str, power seats/steering, 6.6 engine, runs/drives beautiful, Cadillac Whitewalls, spoke trims, good orig cond.
Tel. 07833 114635 for more info. S Yorks

CHEVY S10



Z83 Edition, stunning condition inside and out, full MoT, lowered no faults, 97k, 2.3 litre, 5 speed manual, bargain **£5995**
Tel. 07783 229386. W Mids

CHEVY STEPSIDE



1964, full MoT, ready to drive away, only driven 2 days since imported, lots new stuff inc ball joints, springs, battery, wood bed etc, over 3000 spent, MoT, reg. **£8200**
Tel. 07774 322110. B'ham

CHEVY TAHOE Z71



2001 Model, 5.3, V8, Supercharged, 2 owners, just over 56k genuine miles, MoT May 2016, 22inch antennas, good condition, recent 3.5k spent on brakes/ABS, **£8500 ovno**
Tel. 07730 523447. nr Horsham, W Sussex

CHRYSLER 2.7 LTR



Convertible, l/h/d, met silver/white top, auto, e/seats, e/w, a/c, new tyres, only 69k, p/s, compass, auto convertible top, v clean interior.
Tel. 077220 25735. Guernsey

CHRYSLER 300C



V6 diesel, 06 plate, magnesium grey, 57k miles, full s/h, good condition, two owners, **£5500**
Tel. 01425 291099. Hants

CHRYSLER KEW



1938, rhd, owned by Earl of Cawdor, restored and modified with 30Z, V8, AOD gearbox, XJ6 axles, PAS, leather interior, **£25,000**
Tel. Tom 07752 317208. Leics

CHRYSLER NEW YORKER



1950, Newport 2 door pillar less coupe, 323, 5 cu in, Straight 8 engine, excellent original condition all round, drives perfectly, long MoT, **£14,950 ono**
Tel. 07702 274887. W Yorks

CJ7 JEEP



1979, requiring restoration, was running, c/w spares, good winter project, will make a great summer vehicle, **£1500 ono**
Tel. 07796 695545. Fife

COUGAR XR7



Caliente Coupe, 1997, 4.6, V8, met gold, black hood, magnolia interior, exc cond, a rare model, all the usual refinements, may swop, p/x m/c or American car or why? **£5950**
Tel. 01495 759234. Gwent

DODGE D8 SEDAN



1938, 4 dr, 3569cc, 3 sp o/d, ivory/burgundy, biscuit/brown interior, VIN NO D848600, came from Mississippi, vg orig cond, dry state, too much to list, **£16,995**
Tel. 07710 611113. Cheshire

DODGE MAGNUM RT



2005 Hemi 5.7, V8, midnight blue with grey leather int, 19k genuine miles, always garaged, fully loaded, new f/tyres, exc cond, one owner, low mileage car, **£8500**
Tel. 07949 386710. Durham

DODGE RAM



1500 Pick-up, 2003, has only done 39,500 miles, MoT, auto black/chrome a/c, low tint glass, purchased direct from American autos, idrives like new, **£9750**
Tel. Bob 07836 611576. Cambs

DODGE RAM



1999, extended cab, 5.2, V8, MoT June 2016, hard rear load cover, tow bar, 162k miles, chrome wheels with Hankook tyres, e/w, e/vn, 4x4, high low range, **£7495 ono; may p/x.**
Tel. 07973 352752. Derbys

DODGE RAM



Pick-up, long MoT, great workhorse, bodywork needs tlc, **£2995 ono**
Tel. 07950 440130. Devon

DODGE RAM



5.2, V8, extended cab, 1999, 163k miles, good Hankook tyres on chrome wheels, hard colour coded load, lockable load cover, viper stripes, new f/brakes, MoT Jun 16, **£7495**
Tel. 07973 352752. Derbys

DODGE RAM CHARGER



Pick-up, 33k miles, very good condition, **£4000**
Tel. 01923 461289. Herts

DODGE RAM CHARGER



Very rare, 'black' (genuine) Rumble Bee 5.7 Hemi V8, Ltd Edit, orig decals etc, 2005, 35k, full s/h, hard tonneau w/bed-liner, all round exc cond, **£18,500**
Tel. 01485 540996. Norfolk



Call **0800 081 8989** or visit **adrianflux.co.uk**

Authorised and regulated by the Financial Conduct Authority



adrianflux.co.uk



DODGE RAM CHARGER



1988, 318 auto, 2WD, new import, one USA owner, good history, no rust, over 87k miles, ice cold air, **£8995**

Tel. 01273 493250. W Sussex

FIREBIRD GTA TPI



1992, fully loaded, leather, 82k, 5.7 ltr, built for Japanese market, imported 10 yrs ago, MoT, no expense spared, recently serviced, straight car. Offers around **£6000** but open to sensible offers, as must go.

Tel. 07970 048774. B'ham

FORD COUPE



1931, 5-window, all original stock steel, great patina, flat head 4 banger, runs, drives and stops, solid body and good mechanics, new project forces sale, **£12,000**

Tel. Mark 0777 5833798. Herts

FORD E350



Fifth wheel Cabriolet truck, Banks turbo charged diesel 7.3 o/d engine, needs bodywork doing in places or use as is 40,000 most of MoTs,

Tel. Rikky 07833114635. S Yorks

FORD ECONOLINE



1963 Falcon van, recent import, £1000's spent, new screen and all new rubbers, new respray in primrose yellow and cream, seats recovered, MoT, **£9500**

Tel. Dave 01202 678845 or 07802 357701. Dorset

FORD ECONOLINE



Fully restored, stunning, very rare vehicle, lovely to drive and great fun to own, new MoT, **£7995**

Tel. Andy 01985 851096 or 07799 417711. Wilts

FORD EDESEL RANGER



Rare, 1958, been fully restored and recent engine rebuild, 6l V8 engine, column shift automatic, only registered keeper since 1989 when it was imported to the UK, **£12,500**

Tel. 0783 7055049. Hants

FORD F100



1970, SWB, 5.0, V8, 3 speed, C4 auto, MoT and Tax ready to drive, p/s and brakes, all good tyres fresh brakes, drives nice, runs good and sounds great, **£9800** ono

Tel. 07968 755659. B'ham

FORD F150



01, SVT Lightning, silver, 67k miles, good condition, well taken care of with s/h, DoE tested, **£9000**

Tel. 0876 895817. Eire

FORD F150



Harley Davidson with only 52,700, this truck is on of the best examples on the market today. It is the super crew cab with extras inc bed cover, alpine TV, parrot hands free and sat nav, **£15,999**

Tel. 07985 282870. Strathclyde

FORD F150



1951 Pick-up, black, 5 ltr, V8, Chevy small block, auto, everything new, Chevy front clip, 95% done, door handles and vent windows need attention, **£21,000**

Tel. 07572 299843. Notts

FORD F250 CUSTOM



1971, manual 4-speed trans, 5.9, V8, great orig cond, Arizona truck, 8ft bed, Mickey Thompson alloys, large s/s tool box, used daily, history, MoT, **£10,500**

Tel. 07434 601892. Derbys

FORD F350



Dually pick-up, 7.3 Powerstroke, 98k miles, excellent condition, custom paint, 6" stacks, Diablo programmer, Sachs hd clutch manual, long MoT, **£12,000** ono

Tel. 07796 695545. Fife

FORD FAIRLANE



1966, Squire Woody Wagon 289, V8, auto, good condition, newly reupholstered, MoT, as used in Gasser Display at this years Goodwood Revival, **£11,500**

Tel. 01243 825590; 07710 542328. W Sussex

FORD FAIRLANE 500



1962, 4 door, 6 cyl, 3 speed manual, original paint, interior and driveline, 2 owners, new brakes, exhaust, clutch, UK size car, MoT, drives nicely, **£5500**

Tel. 01743 718939. Shrops

FORD FAIRLANE 500



1957, 4 dr pillarless Sedan, V8 auto, p/s, p/b, well maintained, full service history, ideal wedding car with new interior, owned for 20 years, **£13,000**

Tel. 01425 291099. Hants

FORD HAWK



Classic American V8 camper van, unique in UK, largest road legal petrol engine, 7.2l auto, 77k, all new tyres, restored/refurbished inside and out with 2 d/beds, **£45,000**

Tel. Matthew 07591 915076. Hants

FORD MODEL T



1927, Tudor, 3300cc (green), 1926, Henry Ford's new designed mono bloc 4 cyl engine, imported 1994 to a private collector who stored it at a museum up until now, **£16,995**

Tel. 07977 200924. Cheshire

FORD MUSTANG



2003 coupe, V6, stunning example, auto, with overdrive, stainless Magnaflow twin exhausts, 74k miles, 12 months' MoT, usual refinements, **£6250** ono

Tel. 07985 667076. Surrey



Classic American
Car Insurance

0800 085 5000
adrianflux.co.uk



CLASSIC AMERICAN READER ADVERTS

FORD MUSTANG



Convertible, 1972, 302Ci auto, dark green met. Argent stripes, white conv top, medium ginger interior, p/s brakes top, orig wheels, Whitewall tyres, good orig cond, **£10,995**
Tel. 07976 245899. London

FORD MUSTANG



5 ltr, V8, auto, low miles, 23k, leather int, recent new polished rocket wheels, one of the best in country, **£5995**
Tel. 07976 666135. Dorset

FORD MUSTANG



3.8, 1996, auto, MoT until August 2016, cloth interior, nice condition throughout, no rust, low mileage, 55k UK miles, regularly serviced, **£4250 ono**
Tel. 01255 221249. Essex

FORD MUSTANG 289



1967, V8, red, black leather interior, auto, recently imported, registered and taxed, all duties paid, excellent condition, **£19,995**
Tel. 07885 911193. Kent

FORD RANCHERO



1959, with Galaxie trim, 429 Interceptor, bodywork like new, Pearl Diamond white over pearl, inferno red, p/brakes all look new, new shockers, lowered suspension, **£16,995**
Tel. 7949110430. W Yorks

FORD ROADSTER



1923 pick-up, fresh pro build with test miles only, 350/350 - fibreglass body and bed, too much to list, **\$28,000**
Tel. 248-495-9668. USA

FORD THUNDERBIRD



1962, imported new, owned 30 years, engine rebuilt 10k miles, transmission rebuilt, new radiator, brakes, shocks, h/duty fandr sway bars, wood pump/relays/pipes, **£22,000**
Tel. 01727 856586. Herts

FORTY EIGHT HARLEY DAVIDSON



Bobber, 12 reg, 924 miles, full Stage One Vance and Hines kit, Avon Whitewalls, too much to list, over £2000 spent on extras, **£8499 ovno**
Tel. Tony 01708 641097; 07845 631749. London

FREIGHTLINER HOT ROD HAULER



400 Cat, 16 sp, fully restored, too much to list.
Tel. 07970 579338. Kent

GARDNER DOUGLAS



Mk 3 Cobra, 1991, two previous owners with history, recently rebuilt 5.7 Chevy engine, manual gearbox, hood and tonneau cover, vgc, **£21,000**
Tel. 07798 866071. Middx
Email: peterpaulmoore@hotmail.co.uk

GMC SIERRA



1994/5 SLE 1500, extended cab, truck 5.7, V8, OHC, 16V, 350 c.u. Sport-side club coupe (step-side) body, 5 seater, auto, a/c, cruise, e/s, e/w, 37,500 miles, **£15,000 ono**
Tel. 07970 790548. Herts

GULFSTREAM WINNEBAGO



Blue and white, 7.5 ltr, V8, too much to list.
Tel. Darren 07412 715701 for more info. Oxon

HUPMOBILE E8



All new interior, mohair seats, carpet, well looked after, real head turner, art deco style 8 cylinder engine, **£19,950**
Tel. 01273 516720. E Sussex

LEXUS 300 GS AUTO



Excellent condition, MoT Dec, will put 12 months on if required, s/h, sat nv, all the toys, beige leather interior, make good wedding car, **£1500 ono**
Tel. 0191 2374955. Northumberland

LINCOLN NAVIGATOR



Reg 2000, 71,000 miles, new MoT, 3 owners, fitted LPG so fairly good on fuel, drives really well, **£4995**
Tel. 01202 577597. Dorset

LINCOLN NAVIGATOR



Ultimate Edition, auto, 2004, the finest available in the UK, low 29,500 mileage, a top of the line fully equipped SUV with 7-seater capacity, MoT til June 2016, **£14,800**
Tel. 07836 600800. Surrey

MACH 1 351



351 Cleveland, 4 speed manual, new clutch, Edelbrock carb + manifold, LSD shaker hood not a clone, daily driver deluxe interior, MoT,
Tel. 0785 5079341. Gtr Man

MERCURY



1983, excellent runner, with 10 months' MoT, clean velour trim, new tyres, may take any p/x, **£1750 ono**
Tel. 07872 606666. Cheshire

MERCURY MONTEREY



Breezeway, 1966, 6400cc, pas, auto, runs like a dream, rare car, **£7000**
Tel. 01603 890154. Norfolk

MUSTANG



Convertible, 2007, V6 auto, 90k, MoT 04/16, pretty car in excellent condition, silver, **£8395**
Tel. 07734 443904. N Yorks



Call 0800 081 8989 or visit adrianflux.co.uk
Authorised and regulated by the Financial Conduct Authority



adrianflux.co.uk



MUSTANG



1994, convertible, 2.4, 4 cyl, MoT, lots of money spent recently, just imported, black, ready to go, **£4500**

Tel. 07975 637609 can deliver. London

MUSTANG 289



4.7, V8, 1966 coupe, recent full respray including airbrushed skulls, viewing a must. Offers invited poss p/x.

Tel. 07823 324589. Berks

MUSTANG CONVERTIBLE



1968, auto/pas, new power top, 6 cyl, repainted poppy red with black trim, stunning,

Tel. 0208 9544552. London

MUSTANG FASTBACK



1965, full rotisserie rest, crate 350hp 302, hi-perf C4, 4-wheel SSBC disc brakes, TT2's, Borgeson p/s, super clean thr'out, blue with silver stripes paint, **£36,995**

Tel. 07960 108347 for more info and pics. Essex 540cam@gmail.com

MUSTANG FASTBACK



1965, V8, 289 auto, orig spec, White Pony int, 289 engine, C4 trans, imported 2013, £18k spent on restoration, v reliable, 18 mpg, may p/x classic or modern car, **£26,995**

Tel. 07788 100840. Norfolk

OLDSMOBILE



98, conv, white/blue interior/dark blue canvas top, 7.5L, V8, 1970, all orig, 50k, UK reg, MoT, no road tax needed in the UK, v good/straight/clean cond, **£11,950 ovno**

Tel. Chris 07747 771551. Surrey

OLDSMOBILE CUTLASS



1978, two door T-top, in superb condition, for sale/swap/p/x,

Tel. 07538 827336. Middx rockcarslondon70@googlemail.com for details.

PLYMOUTH BARRACUDA



1969, Fastback, factory r/h/d, recent total restoration, built 318 CI, 3-speed auto, black leather interior, offers around **£20,000**

Tel. 07747 804202. Suffolk

PONTIAC



1969, owned 43 years, garaged, full matching nos, original condition and full documentation from new, **£25,000 ono**

Tel. 07770 223674 or 01843 654756. Kent

PONTIAC BONNEVILLE



1967, 400ci, full MoT, 4-dr pillar less hard top, stunning paint, excellent chrome, original gold interior, June CA feature car, **£17,500**

Tel. Steve 01202 896572; 07742 435016. Dorset

PONTIAC CATARINA



1953, Milano and laurel green, Straight Eight, lovely car, **£17,995**

Tel. 07757 831688. Surrey

PONTIAC FIREBIRD



Orig Pontiac, 1968, beautiful 350, auto, code "L" Aleutian blue, orig cond, solid throughout, owned 40 yrs! a/c, p/s, console clock, docs and factory manuals, **£28,995 dollars obo**

Tel. 001-760-751-3379. USA zuma26@netzero.net for more pics/info.

PONTIAC FIREBIRD



Excellent condition, original throughout, 3 owners from new, 88k miles, always garaged only driven on dry days, owned for past 9 years, selling due to new project, **£3999 ono**

Tel. 07553 271089. W Sussex

PONTIAC TRANS AM



1981, T-top, unfinished project, tax till Apr 2016, MoT till Oct 2015, **£14,995**

Tel. 01604 767001. Northampton

PONTIAC TRANS AM WS6



2001, with ram air hood, 5.7 ltr V8 LS1, imported in 2004 by current owner, auto, black on black, 63k miles, 4 brand new Cooper tyres fitted, Wings West front spoiler, Koni on car adjustable shock absorbers, GMMG exhaust, Alpine sub and amplifier, custom mats and headrests, stainless inserts and mesh, **£11,000**

Tel. 01787 277447. Suffolk

SALEEN S281SC



Supercharged Mustang, 2005, v rare care, black, JDM Stage 2, upgrade to 520bhp, 40k, chrome saleen 20" wheels, 14" brakes, charcoal leather, beautiful stunning car, **£18,950**

Tel. 07967 548780. Northamptonshire

SPARTAN SPARTANETTE 24



1950, rare vintage American aluminium trailer, 7 mtr body, v good, orig cond, perfect all-wood interior, body needs some tlc, waterproof and solid, ready to tow,

Tel. -81550206. France

THUNDERBIRD CALIFORNIAN



Stunning, 1963 show car, one of the most beautiful Thunderbirds in existence, candy paint with the lowest of the low air-ride this car is breathtaking, tandt, **£19,995**

Tel. 07725 524321. Dorset

WINNEBAGO BRAVE



1971, 2013 completed nut and bolt rest, body of chassis, new complete interior oak wood, sat TV, two heating systems, full size shower and toilet, thousands spent.

Tel. 01243 866656. W Sussex



CLASSIC AMERICAN READER ADVERTS

For sale

AMC JAVELIN r/h/d, 1969, 343 CI, V8, auto breaking for spares, engine can be tried. Tel. 01366 727171. Norfolk.

ATTENTION TRANS AM OWNERS eg. no. TIA 616 at £2500 ono. Tel. 01234 742198. Beds.

BUICK RANGE 1972, dealership colour and trim showroom presentation album, paint samples, fabric swatches, accessories and options, stunning rare book. Tel. 07815 107911. W Sussex.

CADILLAC ELDORADO £75; Dinky model, met purple/black roof, mint condition, box not perfect, many features, £175. Tel. 01803 607265; 01364 653515. Devon.

CADILLAC PONTIAC r/h/d, 1962, 1965/66 Pontiac Catalina coupe, 1966/67 Buick Riviera and Hillman Minx II convertible. Tel. 0203 5734863. Middx.

DODGE RAM CHARGER 1500 Pick-up. Tel. 07836 611576. Cambs.

DODGE/FORD/CHEVROLET pick-up brochures from USA, for all 1996 models, can post no problem, £10 the three. Tel. 0750 1084121. Hants.

FORD EXPLORER 1999 Eddie Bauer, 4.0l, V6, 5 sp auto, loaded, red ext, grey int, 126k, one previous owner, fully serviced, MoT, easy to drive 4x4, £2650 ono. Tel. 01386 701902; 0771 413 9981. Glos.

FORD EXPLORER 4.0 auto Northface, V plate, met grey/leather, high spec, sunroof, DVD/CD, tough, reliable, smooth, luxury 4x4, good mpg, great cond, Jan MoT, 138k, £1250. Tel. 07711 286214. Durham.

FORD EXPLORER 1998, 4.0L, auto, grey leather, cruise, a/c, e/ seats, almost new tyres, good bodywork, needs ball joints, gearbox, oil leak, spares or repairs, 96,600 miles, £500 ono. Tel. 01702 302393. Essex.

FORD MERCURY Monarch Granada Ghia, 302, V8.5l, cruise control, original alloys, clean low mileage. Open to swaps or quick sale. Tel. 07432 145635. Surrey.

FORD MUSTANG 289 1995, Japanese import, 5L, V8, non-running, needs new/recored radiator, (old radiator present) otherwise complete, 227,483km, 4 good tyres, been stood 18 months, sensible offers, buyer collects. Tel. 07584 305460. Hants.

LINCOLN MKX 2012, (new model), every option, owned since new, shipped over from Canada and reg to drive in UK, low mileage, no accidents, largest sunroof of any passenger vehicle, touch screen and slide technology, handsfree bluetooth connection and Dolby surround sound, keyless entry, remote start, new tyres, £32,975 ono. Tel. 074000 75206. Lancs. jfkay1@gmail.com

JEEP CHEROKEE red, 1999, 4.0 auto, 105k, MoT Feb 16, full s/h, alloys, black leather trim, all electrics, many recent parts, good condition throughout, £1250. Tel. 07511 705671. N Yorks.

INTERNATIONAL PICK-UP 1970's for parts or restoration. Tel. 01275 854690. Bristol.

JEEP CHEROKEE Orvis, 1999, auto, 4.0 petrol, full s/h, red, 104k, MoT Feb 16, p/x Jeep Grand Cherokee 4.0, 4.7, V8, similar year and value, £1500. Tel. 07511 705671. N Yorks.

GARDNER DOUGLAS Mk 3, 1999, Cobra 5.7 Chevy, hood, tonneau cover, 3 owners, vgc, £21,995. Tel. 07798 866071. Herts.

TAMIA KING HAULER fully built, 6x4 American artic truck and trailer, c/w batteries, charger, instructions, all parts left from lots of upgrades, too many to list, top spec, 3 speed g/box, works very well, £595 can post. Tel. Alan 01872 575140. Perranporth.

Parts for sale

1967/68 SELBY MUSTANG HOOD fibreglass, brand new, £250. Tel. 07710 455557. Leics.

1974 LINCOLN windscreen, 1970, Mk 3 windscreen, £50 each; Lincoln window motors, £30 all good. Tel. 01526 342003. Derbys.

2 USED BF GOODRICH radial tyres 235 x 75 R 15, all black with loads of tread, will fit most early '70s Cadillacs, and many GM 'Pick-ups', pics are available if none with this ad, collect only from Liverpool, £65 no offers. Tel. 0151 284 4843. Liverpool.

3 X KUMO ECTSA TYRES ECTSA tyres, size 305 x 45 x 20, good tread, £25 each; 1 x Pirelli Scorpion zero size 305 x 45 x 20", good tread, £25; front bumper for 1979 KS blazer, no dents, needs rechroming, £20. Tel. 01263 510096. Norfolk.

4 HERCULES MRX TYRES size 205/70/15, with a 17mm white band. Tyres have done approx. 600 miles and are in excellent order, £200. Tel. 0151 5122505. Cheshire.

4 LINCOLN TOWN CAR WHEELS tyres, two radio cassettes, Old Lincoln town car, offers; 4 chrome wheels and tyres, offers; size 245/45/ZR18/100/ over 1000 car magazines, offers. Offers. Tel. 01206 382494. Essex.

4X4 TYRES new, unused; 2 x general 32 x 11.50 R-15 L/T, M/S R.W.L., £45 each; also several American 14" and 15" tyres, very little wear, £25 /£30 each. Tel. 01253 882781. Lancs.

70-73 RS CAMARO rear lights, rear bumper, front quarter bumpers (bumperettes!) nose cone infill panel, (broken but fixable?) bumpers will need re-chroming, repros available from States but SO expensive! Tel. Roger 07973 915298 for details. E Sussex.

BUICK PARTS 1959, rear lenses, rear window, brake cylinder kits, manuals, transmission/engine gaskets, low/reverse bands, tune-up parts, springs, call for list. Tel. 01254 231708. Lancs.

CADILLAC CHASSIS FRAME 1941, build a special, Rat Rod, Hot Rod, very sound, quite light for such a big chassis, could be shortened at the rear. Tel. 07720 242177. Bristol.

3" BODY LIFT for '89 Chevy Short bed pick-up, £200 ono. Tel. 07977 397346. Man.

BULLET AMERICAN RACING WHEELS Brand new, with Goodrich G Sport comp tyres, fits 94-04 Mustang, 255/40Z17 front, 275 on the back, chrome valves, balanced, imported from America, Can get them delivered but will have to find out cost. Many pic available. £1200. Tel. 01752 829395. Cornwall.

C3 CORVETTE rear spoiler, finished in bright red, great condition, c/w all fixings, has been shaped to fit my car but will fit another similar car with a bit of fettling, only £50. Tel. 07549 206531. N Yorks.

CHEVROLET 1967, front bumper, grill, hood trim, lights, selling collection, Cadillac Buick, Olds, Imperial, T-Bird, Lincoln, hub caps, £25. Tel. 01254 231708. Lancs.

CHEVROLET 4.1L Straight 6 engine, 3-speed manual transmission, 1976? inlet manifold, integral with head, engine overhauled and detailed, first to see will buy, £400 ono. Tel. 01254 231708. Lancs.

CHEVROLET CAPRICE Classic Station Wagon, rear door complete, fuel tank, front bumper, lots of exterior trim, £100 or offers. Tel. 01254 231708. Lancs.

CHEVY GAS TANK 1957, new, fitted to car 400 miles ago in USA, but weeps from join seam so will need sealing, £70; buyer collects from Enfield London. Tel. John on 07940 513995. London.

CHEVY STEEL WHEELS 15x10, refurbished, silver finish, £200. Tel. 07977 397346. Man.

CHEVY WINDSCREEN brand new 1959-1960 (El Camino/Wagon/ Sedan and hardtop). Also fits all GM sedans/Wagons and 4 door hard tops of these 2 years (Buick/ Cadillac/Pontiac and Oldsmobile), £399. Tel. 01202 678845. Dorset.

DESOTO STEERING WHEEL '50s steering wheel, centre and horn ring, excellent chrome, copper coloured, Desoto Coat of Arms in centre, also one hub cap, £50. Tel. 01254 231708. Lancs.

DODGE COUPE 201CI 1932, flat six engine and 3 speed o/d gearbox, running order, no smoke, 6v/12v, can be heard running, still in the Rod, £1500 ono or sell the whole vehicle, £2200; unfinished 1954 Chopped Pop cab, jago chassis, suicide front, Thames axle, V5 showing 2.5 ltr engine. Tel. 07881 637145. Hants.

DODGE DAKOTA in channel window deflectors, 1997-2004, £30 plus postage. Tel. 01252 705024. Surrey.

DODGE DAKOTA medium grey cut pile carpet, (new in box), 97-04 single cab, £120 plus postage. Tel. 01252 705024. Surrey.

FLAT HEAD ENGINE wanted, 218ci, 6 cylinder, for a 1949 Plymouth. Tel. 07753 380789. Herts.

FAN BLADES 6-bladed, metal, for a flathead V8 Ford Mercury, £40; a few other bits. Tel. 079520 98392. Northants.

EX TANG SNAP STYLE TONNEAU off my 2005 Silverado with 6.5 bed, new in October 2014, bargain at £300. Tel. 01263 510096. Norfolk.

EXHAUST MANIFOLD Ford 1960-1968 352-390, 428 engine fits r/h/d perfectly, some other new parts also. Tel. 0207 2298757; 07891 872462 for details. London.

FORD 289 V8, complete engine with all ancillaries coupled to 3 speed manual box, ex 1968 Cougar, £1000; also rear axle for same, £200; other Cougar parts available. Tel. 07710 455557. Leics.

FORD F 7.5L, r/h, 100amp alternator, £100; starter motor, £150; hood/bonnet, £100; side fuel tank; skid plate, £50; rear fuel tank, £75. Tel. 01797 367672. Kent.

FORD MUSTANG s/steel Magnaflow exhaust from Cats Back will fit any V8 from 2008-2009, excellent condition, have pics if needed. Tel. 01246 431765. S Yorks.

JEEP wheel spacers, £70 ono. Tel. 07977 397346. Man.

LARGE AMOUNT OF SPARES for sale 1955-56 Thunderbird, all must go, moving forces sale. Tel. Joe 01934 642383. Somerset.

LSI CYLINDER HEADS from 1999, Camaro c/w valves and rockers, good condition, £100. Tel. 01947 810664. N Yorks.

MODEL CARS 160, 1/18th model, 102 American, most with boxes, £1250. Tel. 01268 7345265. Essex.

MOPAR RADIATOR for 440 Dodge/Plymouth/Chrysler B/C body. 2898070, original rad, not repro, from my 1970 GTX, doesn't need a re core, no overheating issues, £499 ono. Tel. 07753 868587. W Sussex.

PAIR ARM RESTS (new), Carmine red, will fit Chevy truck/Blazer/ Suburban, 1977-1980, £80 plus postage. Tel. 01252 705024. Surrey.

PAIR GAS-A-JUST shock absorbers, new, for 1988-1996 Corvette, £20 plus £5 pandp Tel. 01242 574083. Glos.

PAIR SEAT BELTS Carmine red, (new), they will fit any truck, Ford, Chevy, Dodge, 50s, 60s, 70s, 80s, they bolt straight to the floor, £120 plus post. Tel. 01252 705024. Surrey.

PONTIAC FIREBIRD 2001, Trans Am, 17 wheels, excellent condition, 2 # with near new tyres, 2 # with 3-4mm, believe will fit Third Gen maybe others, £500; also new s/s l/t headers for LS1 motor for a 99 car I think, £185. Tel. 01787 472879. Essex.

PONTIAC GTO/LE MANS 1968/9 parts, one left front wing, 2 doors, front radiator support, apron, all in good condition, offers. Tel. 07736 421735. Devon.

RAYBESTOS rear brake drums, 2661R/ corresponding to: No. 102661, no. 2661, no. F2661, 13.7" diameter, 5 bolt, new, in boxes, x2, £150 the pair. Tel. 07721 374478. W Sussex.



TRADERS' MARKETPLACE

Come to Sunny Spain with your automatic Gearbox to learn how to do the repairs and get a better understanding on your Automatic Gearbox

**ALL CLASSIC AMERICAN
CLASSIC ROLLS AND BENTLEY
CLASSIC AND MODERN
TRANSMISSION REPAIRS
In UK or Spain**

www.automaticgearboxspain.com

johndodd2001@hotmail.com

Tel: 00 34 609 502 932

Phone me and I'll phone you back...
anywhere in the world



**2015 CORVETTE Stingray
Euro Model**

7 speed manual. Z51 performance package. Daytona orange. Nappa leather suede inserts. Sports seats. GM warranty. 3,000 miles only.
£55,950

**American Dreams
Tel. 07831 124000**

**Late, low
mileage stock
wanted**

Cash paid

**David Boatwright
Partnership**

01376 552399



Ford Mustang GT

For sale is a Ford Mustang GT 2002, 4.6lt Auto Convertible. 38,000 miles. 1 owner. White with a tan leather interior. Fantastic condition, Fully loaded. US Car.
£7995

Call 0151 4861807

**WANTED
Trans-Ams**

**We also purchase
Camaro's/
Mustangs and
Challengers**

Spurr Classics Cars

01142 315000



**Enthusiastic buyers of
Classic American Cars,
Trucks & Hot Rods**

Call Andrew on

07836 226228/01245 248888

sales@standrewsautos.co.uk

www.standrewsautos.co.uk



**2009 CHEVROLET
Corvette Z06**

Red, 7litre, black leather interior, 11,347 miles, full service history, head up display, sat-nav, new tyres, UK car from new
£42,500

**01270 780232 or 07984 434978
www.chrisgrahamcorvettes.co.uk**



CORVETTE STINGRAY

1981, white with tan leather, 58k, 4 sp manual, 5.7 V8, glass T-top, s/h vgc.
£13,950

**01270 780232 or 07984 434978
www.chrisgrahamcorvettes.co.uk**

Alan Claydon Classic Car Sales



Please tel or visit our site for current stock

www.AmericanClassicCars.co.uk

07535 899160

David Johnson Partnership

**New 14 reg.
Ford Mustang**



From £22,500

**New 14 reg.
Chevrolet Camaro**



From £23,000

0161 747 8749 Mob: 07415 883843

www.DavidJohnsonPartnership.com

HILLTOP SERVICES HONITON, DEVON

SERVICING AND REPAIRS	LATEST USA DIAGNOSTICS
PROFESSIONAL MOT & IVA WORK	PARTS AND VEHICLE IMPORTS
RV AND CAMPER REPAIRS	ENGINE REBUILDS
CUSTOM EXHAUSTS MADE TO MEASURE	POWERSTROKE DIESEL SPECIALISTS

Tel: 01404 861525

**1st 4 AMERICAN CAR
TRANSPORT**

"Your car in safe hands"

- Full car transport insurance up to £150k
- Deliveries to mainland Europe
- Owner driver

Call Bob on 01542 839193 email: bob@carriedsafely.co.uk

www.carriedsafely.co.uk

Fast Lane Classics

73 Camaro V8 Auto
Drives really well **£10,995**

66 Mustang
2 owner Coupe with no rust ever **£10,995**

Web: www.fastlane classics.co.uk Email: info@fastlane classics.co.uk

Tel: 01727 809813 or 07831 362446

Viewing strictly by appointment in Hertfordshire

**1925 PACKARD MODEL 2-36
'SPORT PHAETON'**

This is a very rare classic car, which makes it a once in a life time opportunity to own a car that has not been put on the market for decades. For more info and to come and see.

Welcome to Part Ex £99,000

PLEASE CALL 07584 903010 OR 07836 639603

Image coming shortly

**CAMARO 350
1970's**

Very good condition
Some race history
£9,950

CLASSIC AMERICAN READER ADVERTS

TYRES 4 Galaxy Vitour tyres, 205/70/15, (24mm white band), exc order, done approx 700 miles, £180. Tel. 0151 5122508. Cheshire.
SMALL BLOCK CHEVY 4BBL cast iron intake manifold, square bore 4 hole, suit Holley, Edelbrock etc carbs, painted Chevy orange, £50. Tel. 0777 3037322. Middx.

TWO LICENCE PLATE SURROUNDS chrome, one with two Cobras, the other has barbed wire effect, vgc, £10 each inc p&p. Tel. 01386 701902; 0771 4139981. Glos.

TYRES very good tread, 2x 215/60 SR14, O.W.L.; 1 x 205/60 R14, O.W.L.; 1 x BFC 255/70x15, R.W.L. (new); 1 x 205/70 15.W.W. 1 x 815 x 15, W.W., all £25/£30 each. Tel. 01253 882781. Lancs.

TYRES - SET OF 4 235 x 75 x 15, 3/4 inch Whitewalls, used but in excellent cond, never any scuffs, damage or repairs, assured 100% safe as just removed off my own car, minimum 8mm tread on all 4, £250. Tel. 0121 3533589. B'ham.

TYRES FOR SALE 6 of, size is 8.00 x 16.5 done about 200 miles like new, came off my Ford F350, £600. Tel. 07564 120148. Devon.

UNILUG ALLOYS set of 4, with 235/75/15 tyres that show no sign of ageing, wheels need polishing, offers around £250. Tel. 01234 838848. Beds.

WESTERN UNILUG ALLOYS 4x with tyres, need polishing, centre caps need rechrome, tyres show no signs of aging 6mm + tread, Ameriway white bands 235/75/15 were fitted on 74 Monte Carlo, £250. Tel. 01234 838848. Beds.

WHELEN LIBERTY LIGHT BAR 48", slim style with clear lenses, lights up with blue LEDs, 4 corner LEDs only, has low power option, lots of flash patterns, cost £1200, accept £300. Tel. 0114 2206335. S Yorks.

WORKSHOP SERVICE/REPAIR MANUALS various, original for Pontiac/Buick/Corvette/Blazer/Lincoln etc, some in sets, mostly 1980s and 1990s. Tel. 0781 5185025. Man.

Parts wanted

2ND GEN CAMARO dash/interior trim parts (not seats), any 2nd Gen parts considered. Tel. 07805 531276. Northants.

68-70 DODGE CHARGER parts wanted, bonnet, grille, engine parts, body trim, interior trim, why? Tel. Garry on 07979 255595 or 01474 536348. Kent.

CADILLAC 1959/1960, flat top front passenger window, complete in its chrome frame, 58cm by 35cm (in frame) with an E Z Eye green tint, don't mind bubbles/de - lamination/patina as will match what I have. Tel. 01502 568163. Suffolk.

CHEVY BLAZER /GMC Jimmy k5 (full size model) 1980-90 tow bar, factory built class 3 or 5 receiver hitch unmodified/good condition. Cash waiting, will collect. Tel. 07955 553684. W Mids.

EXTERIOR SUN VISOR for 1955 F100 Stepside. Tel. 07968 392853. Cornwall.

FORD MUSTANG 65/66 model, front and rear bumpers required, in any reasonable condition. Tel. 078900 69505. Lancs.

PASSENGER DOOR for a 72 Plymouth Satellite. Tel. Mike on 07432 404181. Kent.

POWER STEERING GEARBOX wanted for a 1965 Galaxie 500, 2 door convertible, will buy scrap car if not disassembled. Tel. 01793 771767. Wilts.

REAR BUMPER WANTED Pontiac Catalina, 1965, also wheels and tyres, any other spares please. Tel. 07734 045222. E Sussex.

REAR BUMPER WANTED plastic covering strip for Cadillac Fleetwood Sedan, 1992, prefer white but colour not issue, also require radio/cassette and gold bonnet emblem. Tel. 07950 398750. W Mids.

WANTED FOR 1939 Buick Series 40 Straight 8, 3-speed manual gearbox and flywheel - must be good condition. Tel. 07799 884584. Email: marilynruhshworth@btinternet.com

Wanted

1955-57 CHEVY 2-door only, any condition. Tel. 07960 641321. Surrey.

ANY MAKE OR SIZE Classic Motorcycle wanted from a basket case to one in nice condition. Cash waiting. Tel. 07548 801403. .

ANYBODY OUT THERE got a 1950 Chevy Sport Coupe deluxe for sale, the one with the long trunk, good condition. Tel. 0141 6382054. Scotland.

CADILLAC WANTED 40s, 50s, 60s, prefer coupe or convertible but will consider 4 doors, may consider Buick Oldsmobile Pontiac Chevy from the same era. Tel. Andy 07836 349356. Bucks. cadillac56@btinternet.com

CAPRICE STATION WAGON PARTS: Please will the chap who collected my parts from up near Moreton in Marsh PLEASE contact me. Cheers Jeff Tel. 01386 701902; 0771 413 9981. Glos.

CHEVROLET CAPRICE r/h/d, any year or condition. Tel. 01752 337540 please. Devon.

DODGE RAM 2500 or 3500 wanted, petrol or diesel, may consider Chevy Silverado 2500 or Ford F250 F350. Tel. 07836 349356. Bucks. olds59@btinternet.com

EARLY FORD FALCON '60-'63 Sedan, ideally original and road legal but projects considered, price dependent on condition/status. Tel. Jim on 07989 079174. Essex.

LOOKING TO BUY a 1959 Caddy, in good nick. Tel. 01354 694032. Cambs.

MICHIGAN MADMAN BOOK author E. J. Potter. Tel. 01732 364258; 07955 334461. Kent.

POY 7F 1968 Buick Riviera GS, mine 30 yrs ago and would be interested in it's whereabouts and possibly buy it back if anyone knows of its location that would be great, it was actually featured in this magazine about 30 yrs ago just after I sold it. Tel. 07825 268631. Sussex.

CORVETTE WANTED from unfinished project right through to show quality. Instant purchase. Tel. 07739 360486. Mids.

WANTED 1959 CADILLAC 2 door coupe or 4 door sedan, not fussed, anything considered, will travel. Tel. 07535 271800. Essex. a.darby2@btinternet.com

WANTED 1960S STATION WAGON Ford Falcon or Chevy Nova stock or modified, must be good order and auto. Tel. 01284 388777. Suffolk.

WANTED CLASSIC YANK 50s/60s, any model/condition, hard/soft top, wouldn't mind a project, will travel to collect. Tel. 01702 527397. Essex.

Miscellaneous

3-SEATER SETTEE 1965, and 2 matching armchairs, highly collectable and very rare, immaculate and original condition, one owner, no pets/children/non smoker, seeing is believing, sell or deal project, it's stunning. Tel. 0750 1084121. Hants.

AA BADGE 1960, £30; Ford Escort, 1980-90; Haynes workshop manual, £10; Ford Cortina Mk 2 handbook, £15. Tel. 0208 6414238. Surrey.

AMERICAN HAMMOND 8 track car player, with AM/FM, 12v, neg. earth, great cosmetic condition, all track lights/and changes work, needs service, from 1968 Dodge Polara spares/repair, £50 plus p&p £12.98. Tel. 07786 301887. Kent.

BRONCO Spare wheel carrier, £100 ono. Tel. 07977 397346. Man.

CHEVROLET COCKTAIL CABINET totally unique, original walnut coachwork with new chrome, one owner, low mileage, full silver s/h, totally rust free and in dining room condition, sensible offers only please, can deliver at cost, £2250 ono. Tel. 07736 901429. Email more photos. Cornwall.

CLASSIC AMERICAN Issues 1-175, in binders for sale, £100 ono. Tel. 01406 350305. Cambs.

CLASSICS AMERICAN MAGAZINES October 2003 to present, in good condition, complete, dry stored, Offers; collection only. Tel. 07905 569147. E Sussex.

FELT SHELBY Beach Cruiser bike, Limited Edition, No. 194 of only 500, ABUS bike-mounted lock included, in virtually unmarked condition since bought new, all original, just serviced, Nexus 3-speed, £1495; delivery worldwide through Fed Ex is available or pick-up. Tel. + 33 629 227475. Pas-de-Calais. mcouk500@hotmail.co.uk

OLDSMOBILE BILL CLIP 35mm dia, in a brass type metal with Oldsmobile over the top, image of a runner in blocks and Faststart 73 underneath, genuine item, £15 inc postage. Tel. Alan 01872 575140. Perranporth.

FORD MERCURY shop manual; 1963 Chev truck shop manual; 1955 Oldsmobile shop manual; all £20 each plus post. Tel. 01934 517081. Somerset.

BUICK LITERATURE 1960, handbook, user guide, warranty book, invitational letter/brochure, custom interior brochure, salesman's facts and features guide, colour/trim book. Tel. 07815 107911. W Sussex.

INDOOR CAR COVER for large American car, c/w ties and bag, excellent condition suite full size yank, £65. Tel. 07768 536834. Herts.

MOTORCYCLE RACERS and Classic Prints of Barry Sheen, Mick Grant, Eddie Lawson, Ros McEnla and Gold Star Vincent Rapide, Manx Norton AJS 7R by the late Tony Graham, a well respected motor sport artist. Leftover stock from a retired Fine Art Mail Order Company, approx 3,500 prints of fine quality size 24" x 18" with postage tubes to enable the purchaser to carry on a mail order business/hobby. Total retail value approx £60,000. To be sold as one lot or swap for motorcycle, car or why? £8000 ono. Tel. 01495 759234 for further details.

OLDSMOBILE SHOP MANUAL 1955, in very clean condition, covers all 1955 Olds models, actually came from Oldsmobile factory in Lansing! Nice historic piece, £45 inc postage. Tel. 07940 381823. Surrey.

SHOP MANUALS used: 74 Pontiac, 73 Vega, 75 Vega, 74 Olds, 74 Buick, 73 Buick, 57 Plymouth, 67 Chevy trucks, 63 Caddy, 64 Imperial, 200 American hub caps, disposing of collection. £20 each plus postage; call for list. Tel. 01254 231708. Lancs.

WURLITZER 700 1938 model, 78rpm, 24 selection, art deco jukebox, fully restored, coin operated, uses American coins which are supplied, reluctant sale due to recent house move, £4900. Tel. 0203 7747089. Surrey.

WANTED FOR CASH

AMERICAN CARS URGENTLY WANTED

FINDERS FEE OF £300 LEADING TO PURCHASE PAID!

Everything considered, off road, not running, SORN, unregistered or lost paperwork!

If you know of something tucked away, turn your knowledge into cash!

We travel further and pay more! C.I., I.O.M, N.I., Eire etc. no problem

CAS\$\$H WAITING!

CALL TODAY!

01737 765050

Milton: 07973 400327

Stewart: 07973 400245

info@dreamcars.co.uk

www.dreamcars.co.uk



**NOW MORE THAN
EVER YOU NEED
TO KNOW THE
WORKING OF YOUR
AUTOMATIC GEARBOX
HYDRAMATICS**

**1939 to 1955
1956 ONWARDS JETAWAY,
FORDAMATICS, CRUISAMATICS
INCLUDES ROLLS ROYCE AND
BENTLEYS FROM 52-76**

If you're already a mechanic it's a breeze

If you're just a Yank Fanatic it's EASY

***WE GUARANTEE YOU WILL NEVER BREAK YOUR
TRANS AFTER YOU HAVE LEARNT TO BUILD IT***

**Tel: 00 34 609 502 932
johndodd2001@hotmail.com**

On sale:
December 17

Next
Month

Historic
Racer:
AK Miller



1934 Buick 90L

1964
Rambler
Wagon



1973 Mustang Mach 1

1972 Dodge Dart



Woodward
Dream Cruise



1956 Imperial



EDITOR
Ben Klemenzon
bklemenzon@mortons.co.uk

DESIGN
Holly Munro

PICTURE DESK
Jonathan Schofield
& Paul Fincham

CONTRIBUTORS
Huw Evans, Richard Coney,
Steve Havelock, Will Shiers,
Matt Richardson, Nigel Boothman,
Mike Renault, Richard Heseltine,
Rob Woodall, Tony Oksien,
Steve Miles, Grant Ford,
Jim Maxwell, Joe Dick, Paul
Bussey, Ian Shipley, Des Penny,
Arthur St Antoine,
Brian Vance.

PRODUCTION EDITOR
Pauline Hawkins

PUBLISHER
Julie Brown

DIVISIONAL ADVERTISING MANAGER
Sue Kelly skelly@mortons.co.uk

ADVERTISING
Nicole Appleyard
nappleyard@mortons.co.uk
01507 529576
Rebecca Storr
rkstorr@mortons.co.uk
Tel: 01507 529416

SUBSCRIPTION MANAGER
Paul Deacon

CIRCULATION MANAGER
Steve O'Hara

MARKETING MANAGER
Charlotte Park
cpark@mortons.co.uk
PUBLISHING DIRECTOR
Dan Savage
COMMERCIAL DIRECTOR
Nigel Hole
EDITORIAL ADDRESS
CLASSIC AMERICAN MAGAZINE,
PO Box 99, Horncastle, Lincs
LN9 6LZ
WEBSITE
www.classic-american.com
BACK ISSUES & PRIVATE ADS
01507 529529 24hr answerphone,
help@classicmagazines.co.uk
www.classicmagazines.co.uk
ARCHIVE ENQUIRIES
Jane Skayman
jskayman@mortons.co.uk
Tel: 01507 529423

SUBSCRIPTION
Full subscription rates (but see
page 20 for offers): (12 months
12 issues, inc post and packing) –
UK £52.80. Export rates are also
available – see page 20 for more
details. UK subscriptions are zero-
rated for the purposes of Value
Added Tax.

DISTRIBUTION
COMAG, Tavistock Road, West
Drayton, Middlesex UB7 7QE.
Telephone 01895 433600

PRINTING
William Gibbons & Sons
Wolverhampton

ON SALE DATE Classic American is on sale the
third Thursday of every month. **NEXT ISSUE December 17**

© Mortons Media Group Ltd. All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or any information storage retrieval system without prior permission in writing from the publisher.

MORTONS
MEDIA GROUP LTD

Independent publisher since 1885



Having trouble
finding a copy of
this magazine?

Why not just ask your local
newsagent to reserve you a
copy each month

Just ask!



David Boatwright Partnership

New and Used American Vehicles

Sales, Parts, Accessories and Service



New Dodge Rams All Specifications Supplied



Dodge Ram 2500HD 4x4 Crew, petrol or diesel. All models of new Ram supplied.



2016 New Charger Hellcat Automatic, all colours available, 4 doors, five seats, 707 bhp.



New Dodge Ram Laramie Limited in stock UK - Stunning top of the range truck



2004 Dodge Ram SRT10 Viper - 29,000 miles from new, upgraded wheels, hard tonneau.

New and Used American Vehicles Always in Stock

Delivery time to import to order from two weeks. We have been established for over 30 years supplying new and used American cars and trucks.

Friendly professional service. Part exchanges are welcome. All vehicles are serviced prior to sale and are HPI and carfax clear. All vehicles supplied with Autoprotect Premier Plus warranty.

Please contact us for details of our current stock or for a quotation on any new vehicle from the USA. We can also source late used vehicles and import them on your behalf.

Viewing by appointment

Visit our website or call for latest vehicle stock

www.boatwright.co.uk

Telephone: 01376 552 399

Other Vehicles Arriving - Please Call



New Challenger Hellcat - Phantom Black metallic, Laguna Leather, Auto, UK Navigation. The most powerful muscle car ever built. Stunning. In Stock



New 2015 Dodge Ram Crew Sport in metallic Black - Loaded - in stock



New F150 Platinum Supercrew 4x4, fully loaded, choice of black or white. In stock UK



2015 Mustang GT Auto - 1,000 miles only - Deep Impact Blue, beautiful car. New Mustangs available to quick order.



New Cadillac Escalade ESV available to order. We supply all types of American vehicles. Cadillac, Chevrolet, GMC etc. Please contact us for a quotation.

American Vehicle Parts

For a Great deal on Genuine Parts and Accessories
Call our Dedicated Parts line 01376 552 552 or Visit our Website

www.AmericanVehicleParts.co.uk

Telephone: 01376 552 552

1 Chilford Court | Rayne Road | Braintree | Essex | CM7 2QS



Classic American Car Insurance



Benefits available can include:

- Agreed Value
- Laid-up Cover
- FREE Legal Cover
- Modifications Cover
- Limited Mileage Discounts
- Club Member Discounts

Classic American Car Insurance

Adrian Flux know how much you love your American car, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.

0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

